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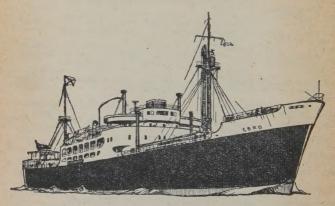
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THE PACIFIC STEAM NAVIGATION COMPANY.

Following on the incorporation of this Company by Royal Charter in 1840, the enterprising Founders made maritime history as the pioneers of steam navigation on the Pacific Coast of South America by despatching to that coast two 700 ton paddle steamers, which were appropriately named "CHILE" and "PERU", out of compliment to those Latin-America countries.

This may be regarded as one of the outstanding examples evincing the venturesome spirit which built up the Country's economical relationships throughout the World, and in this instance led to a marked expansion of trade between the United Kingdom and the Republics on the Western side of the South American Continent.

Împetus to the development of rich natural resources in those countries was given by the introduction and extension of intercoastal services, so that the Company played an important part in fostering the commercial progress, which was mainly dependent upon sea-borne facilities.

A link between Liverpool and the West Coast of South America, via Magellan Straits, was forged by the inauguration of a direct service in 1866, but the opening of the Panama Canal, in 1914, induced the Company to favour that route for their main Passenger

and Freight services.

"Reina del Pacifico", the name of the Company's 17,872 tons flagship, is a household word in South America, and her well deserved popularity is borne out by the warm welcome accorded to her along the route. Early in 1956 the "Reina del Pacifico" will be joined by another, equally luxurious, liner to be named "Reina del Mar". This 19,320 tons passenger liner will undoubtedly continue to uphold the high tradition of the Company, and a fast, direct and luxurious service will be provided between Europe and the western sea-board of the South American Continent.

The remainder of the fleet comprises fine, modern cargo/passenger vessels between 6,000/8,000 tons. The "SALAVERRY", "SANTANDER", "SALINAS" and "SALAMANCA" have high grade accommodation for 12 passengers, consisting of double and single rooms. The other two "S" vessels, viz.: "SAMANCO" and "SARMIENTO", are of the same up-to-date type for cargo purposes, but with accommodation for only three male passengers. Later additions to the fleet, "FLAMENCO", "KENUTA" and "CUZCO", also have accommodation for the same number of passengers, but all rooms have a private adjoining bathroom; the general keynote is one of luxury throughout.

The Company's building programme includes three of these 12 passenger/cargo vessels:—"Cotopaxi", "Potosi" and "Pizarro". An added luxury being the inclusion of air-conditioning in the passenger accommodation. Of these vessels the "Cotopaxi" is already in service and commenced her maiden voyage in May of this

year.

The Company serves Bermuda, Bahamas, Havana, Jamaica, Colombia, Panama Canal and South Pacific Ports; an innovation being regular calls by m.v. "Reina del Pacifico" at Cartagena, on outward and homeward voyages, and thus offering a direct passenger service between the United Kingdom, France and Spain with Colombia.

P.S.N.C. OFFICES and AGENCIES.

Offices and Agencies of The Pacific Steam Navigation Company are established in all parts of South America, Central America, North America, and Mexico. In addition the Company is represented in all important centres of the world. The list below refers only to principal places in the American and European Continents.

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INDEX TO ADVERTISERS

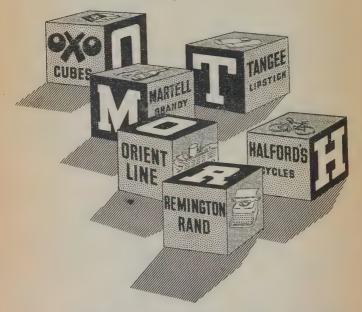
(ALPHABETICAL).

For Trade Classification Index see p. xxi.

Adelson Nogueira Barretto gencia Americana de Turismo e Representaçoes Ltda. Agencia Maritima A. Camara S.A.	304	British Ropes Ltd	820
gencia Americana de Turismo		British Thomson-Houston Co.,	
e Representações Ltda	315	Ltd Mape	uara
Agencia Maritima A. Camara S.A.	264	Bull's Metal & Marine Ltd	62
Agencia Maritima Dodero S.A.	122	Burnyeat Dalzell & Nicholson,	0,5
Agencia Maritima Norlines Ltda.	300	Tad	SPSPRY
Agua Cachantun	813		AAV
A Indiana		Cable & Wireless Ltd. Casa Bancaria Alberto Behar Casa Bancaria J. Coelho & Cia	0 -
	308	And Department All and D	80
Aliança da Bahia Capitalização		asa Bancaria Alberto Benar	237
S.A.	360	Casa Bancaria J. Coelho & Cia	229
Almeida, M. & Cia.	216	Casa Bancaria Faro & Cia	302
Almeida Prado, S/A	304	Casa Bancaria Faro & Cia. Casa Bancária Moneró Ltda.	278
Almeida, M. & Cia. Almeida Prado, S/A Alves, Azevedo S/A	331	Casa Macadam	817
American Cable & Radio System	IIO	Casa Orestes	815
American Bar, Lisbon	810	Casa Macadam Casa Orestes Casa Pimentel Imp. S.A.	325
American Coffee Corporation	336	Casa B. Sant' Anna de Electrici-	
American Express S.A Angel Velyanovsky	203	dade S.A	203
Angel Velvanovsky	810	Casa Tavares	277
Anglo-Argentine Marine & General		Casa Urso	TTS
Engineering Co. Ltd	106	Casa Zitrin	282
Engineering Co., Ltd. Antofagasta (Chili) & Bolivia Rly.	100	CEVI Montevideo	202
Co. I to	400	Chose National Ponk	725
Antonia des Cantos Danhass	430	Challie Steen & Co. I.d.	521
Antonio dos Santos Barbosa	303	Cia Associate Februil	XXII
A.P. V. do Brasil, S.A.	318	Cia. America Pabrii	218
Co., Ltd. Antonio dos Santos Barbosa A.P.V. do Brasil, S.A. Araujo Costa S.A. Army & Navy Stores, Jamaica Astilleros de las Habas S.A.	812	Casa B. Sant' Anna de Biectricidade S.A. Casa Tavares Casa Urso Casa Zitrin C.E.V.I., Montevideo Chase National Bank Challis Stern & Co., Ltd. Cia. América Fabril Cia. Antartica Paulista Cia. Argentina de Nav. Dodero Cia. Chilena de Nav. Podero Cia. Chilena de Naveracion Inter-	3-340
Army & Navy Stores, Jamaica	819	Cia. Argentina de Nav. Dodero	90
Astilleros de las Habas S.A	813	Carrie and a train Bright Title	
Astilleros de las Habas S.A Atlantico Hotel, Santos	300	oceanica	420
	300	Cia. Comercial e Maritima S.A.	209
Avenida Palace Hotel, Lisbon	809	Cia. de Cigarros Souza Cruz	276
		Cia. de Transportes Unidos, S.A.	814
Daker, Britt & Co., Ltd	xxix	Cia. Docas da Bahia	354
Baker, Britt & Co., Ltd.	821	Cia. Docas da Bahia Cia. Docas de Santos	296
Banco da Bahia S.A	356	Cin Habia Bastos Com a Ind	227
Banco de Credito Real de Minas		Cia. Fabril de luta Taubaté	255
Gerais S/A 272, Banco Lowndes Banco Portugues do Brasil	273		
Banco Lowndes	211	Cia. Hoteleira do Brasil Cia. T. Janer	314
Banco Portugues do Brasil	804	Cia. T. Janer	
Bank Line	98	Cia. Leme Ferreira Com. e Exp.	304
Bank Line Bank of London & South America Baptista Ferraz S/A Barracosa, Edmundo P. Barreiro & Ramos, S.A. Bazar del Japon Beldam Packing & Rubber Co.	ii	Cia. Melhoramentos de São Paulo	337
Bantista Ferraz S/A	312	Cia. Nac. de Cimento Portland	337 280
Barracosa, Edmundo P.	8TT	Cia. Nacional de Comercio de Cafe	262
Barreiro & Ramos, S.A.	817	Cia. Prada	-312
Rozar del Japan	816	Cia Prado Chaves Exportadora	334
Beldam Packing & Rubber Co	42	Cia. Textil S. Joanense Cia. "Propac" Cia. Uniao de Transporte Cinclendio Hotal	281
Belfast Ropework Co., Ltd	42 44	Cia. " Propac"	220
Parting White Coal Mining Co	700	Cia Uniao de Transporte	265
Dilbrayah A & Co I td	780	Cinelandia Hotel	316
Berwind-White Coal Mining Co. Bilbrough, A. & Co., Ltd. Biscoitos Aymoré Ltda.	750	Cinelandia Hotel City Hotel, Buenos Aires	105
Discoitos Aymore Lita.	86	Clarke, Chapman & Co., Ltd	40
Blue Star Line Blundell, Spence & Co., Ltd	674	Claverie S.A.	287
Blundell, Spence & Co., Ltd	818	Commercial Union Assurance Co.	
		Compania Hoteleira do Brasil	772
Booth Line	366		314
Booth Line	058	Companhia Mechanica e Importa-	
Brasil Otticica S.A.	230	Commandia Programma Ind da	320
"Brasimet" Com. e Ind. S.A	299	Companna Progresso Ind., do	
"Brasimet" Com. e Ind. S.A "Brasital"	291	dora de S. Paulo Companhia Progresso Ind. do Brasil "Bangú" Confeitaria Colombo, Rio	256
Brazilian Chamber of Commerce	219	Contentaria Colombo, Kio	254
British American Tobacco Co	823	Continental Hotel, Buenos Aires	102
British Bar, Lisbon	810	Cooper Bros	114
British Insulated Callender's		Cooper, L. Godfrey	817
Cables, Ltd.	204	Cooper Bros. Cooper, L. Godfrey Copacabana Palace Hotel Corrêa Ribeiro & Cia. Ltda.	242
British Bar, Lisbon	130	Correa Ribeiro & Cia. Ltda	358

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DAC	7
Cory Bros. & Co., Ltd. 12' Costa Nogueira & Cia. 28' Cotton, John Ltd. 10' Crompton Parkinson, Ltd. 8' Cromwell & Co., Ltd. 11'	Gouvêa de Oliveira & Cia. Gráfica Aymoré Ltda. Grand Canary Coaling Co., A.S. 52, 53 Grande Hotel, São Francisco Green Bros. Guimarães & Cia. S/A 334 350
Costa Nomieira & Cia	Gráfico Armoná Tada
Cotton John I td	Granca Aymore Ltda.
Crompton Parkinson Ted	Grand Canary Coaling Co., A.S. 52, 53
Cromwell & Co., Ltd	Grande Hotel, Sao Francisco 248
Curacacacha Handal Mastachannii	Green Bros 424
Curaçaosche Handel-Maatschappij	Guimaraes & Cia. S/A 350
Curação Trading Co., S.A	Hall, J. & E., Ltd 27 amilton Marine Con., Co., Inc. 820
Curiei, Morris E., & Sons, Inc.	amilton Marine Con., Co., Inc. 820
To alsoll Toming Company Top and	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
Dalzell Towing Company Inc. 798 argham, Felipe 812	Harland & Wolff, Ltd xiv
argham, Felipe 81	Harrison Line 404
Davey Paxman & Co., Ltdxxxi	Hawkins & Tipson, Ltd 424
Davidson Pullen & Cia 288	Heaton, Tabb & Co., Ltd iv, 14
Daizell Towing Company Inc. 790 argham, Felipe 81. Davey Paxman & Co., Ltd. xxxii Davidson Pullen & Cia. 281 Davies, H. D. & Co., Ltd. 92 Davies, H. D. & Co., Ltd. 322 Davies, H. D. & Co., Ltd. 322 Dias & Cia. S.A. 333 Dias Martins S.A. 322 Docks & Inland Waterways Executive, Cardiff xxvii-xxvii Docks & Inland Waterways Executive, Southampton 781 Donovan Davis & Cia., Ltda. 255 Drysdale & Co., Ltd. 419, 672 Dunlopillo xii	Hard, Rand & Co. 217 Harland & Wolff, Ltd. 319 Harrison Line 404 Hawkins & Tipson, Ltd. 424 Heaton, Tabb & Co., Ltd. 19, 14 Henderson, John, Co., Ltd. 67 Henk Van Der Voet N.V. 536 Henrique Lage Com. e Ind. S.A. 284 W. T. Henley's Telegraph Works Co., Ltd. 400, 120, 120, 120, 120, 120, 120, 120, 1
De La Rue, Thos. & Co., Ltd 482	Henk Van Der Voet N.V 536
Dianda Lopez & Cia. Ltda 324	Henrique Lage Com. e Ind. S.A. 284
Dias & Cia. S.A	W. T. Henley's Telegraph Works
Dias Martins S.A 324	W. T. Henley's Telegraph Works Co., Ltd Henry, A. & S. & Co., Ltd Hewett, J. D. & Co., Ltd Hibbert, C. G. & Co., Ltd Hibbert, C. G. & Co., Ltd Hime, Com. e Ind. S.A Hood Haggie, R. & Son, Ltd Hood Haggie, R. & Son, Ltd Hotei Sothon S.A Hotei Amazonas Hotel Bragança, Lisbon Hotel Cartera Hotel Cartera Hotel Cartera Hotel Cartera Hotel Cartera Hotel La Alhambra, Montevideo 816 Hotel Mona
Docks & Inland Waterways	Henry, A. & S. & Co., Ltd. xxxiii
Executive, Cardiff xxvii-xxvii	i Hewett, J. D. & Co., Ltd II
Docks & Inland Waterways	Hibbert, C. G. & Co., Ltd.
Executive, Southampton 781	Hime, Com. e Ind. S.A. 234
Donovan Davis & Cia., Ltda 259	"Hong Kong Guide" 754
Drysdale & Co., Ltd 69	Hood Haggie, R. & Son, Ltd 114
Du Bois, Henry, Sons Co 810	Hoteis Othon S.A 246
Duncan, Fox & Co., Ltd. 419, 672	Hotel Amazonas 368
Dunlopillo	Hotel Braganca, Lishon 810
23 4110 711 111 111 1111	Hotel Carrera 285, 426
Wast African Year Rook 225	Hotel Crillon Santiago 428
dison Swan Electric Co. Ltd. lis	Hotel I a Albambra Montevideo 816
"FI Rien Publico" Montevideo 875	Hotel Mona
" El Dia " Montavidas	Hotel Nove Mundo
6 Pl Diorio Ilustrado 3	Hotel Dyramides
East African Year Book	Hotel La Alhambra, Montevideo 816 Hotel Mona 59 Hotel Novo Mundo 252 Hotel Pyramides 815 Hotel Splendid, Santiago 814 Hotel Victoria Plaza 385, 732 Hotel Washington 640 Houlder Bros. & Co., Ltd. 172 Houston Line 124 Huntley & Palmers Ltd. xlii Huntley & Palmers Ltd. xlii
"El Proveedor" Emp. de Aguas de São Lourenço 28 English Electric Co., Ltd. 84, 200 English Steel Corporation, Ltd. 1	Hotel Victoria Plana
Emp. de Aguas de Sao Lourenço 280	Hotel Weshington
English Electric Co., Ltd. 84, 200	Troubles Washington
English Steel Corporation, Ltd	Houlder Bros. & Co., Ltd.
Enrique Avalos V 430	Houston Line 124
Enrique de Goeye & Cia. Ltda. 330	Fiun Blyth & Co., Ltd.
Esteve Irmaos S.A 323	Huntley & Palmers Ltd XII
Estoril, Spa, Casino & Hotels 800	Tmp. v Exp. de la Patagonia 110
Excelsior Copacabana Hotel, Rio 316	Imp. y Exp. de la Patagonia
Excelsior Hotel, S. Paulo 316	mperial Chemical Industries xx
Export Bottlers Ltd	Industrias Klabin do Paraná, S.A. 290
Expreso "Victor" 81	Industrias Quimicas Brasileiras
Expresso Maua 268	"Duperial" S.A 212
English Steel Corporation, Ltd	Ingham Clark, Robert & Co 88 Intercontinental Hotels Corp.
Fabricas "Germade" Ltda. 324 Feiragens La Fonte S.A. 28; Fiação e Tecelagem "Nice," S.A. 29; Fiação Excelsior S.A. 317 Figueiredo, L., S.A. 320 Floriano Hartog 355 Florida Palace Hotel 73 Floris, J., Ltd. 100 Fontes, E. G. & Co. 260 Fornecedora à Navios Colson Ltda. 217 Fornecedora de Navios Thornton 305	intercontinental Hotels Corp.
Cabricas "Germade" Ltda 326	384, 385, 732
eliciano Guimarães & Cia 346	International Paint Co., Inc 820
Ferragens La Fonte S.A 283	International Paints Ltd 94
Fiação e Tecelagem "Nice," S.A. 298	Italia Line 822
Fiação Excelsior S.A 317	International Paint Co., Inc. 820 International Paints Ltd. 94 Italia Line 822 "Itapolis Ltda." 279 I.R.F. Matarazzo, S.A. 306
Figueiredo, L., S.A 320	I.R.F. Matarazzo, S.A 306
Floriano Hartog 350	
Florida Palace Hotel 732	Tafet, G. & R 332
Floris, L. Ltd 108	Jarka Corporation 48
Fontes, E. G. & Co	Joalheria la Royale 286
Fornecedora á Navios Colson Ltda. 214	Johnson Line 794
Fornecedora de Navios Thornton 302	José Silva Tecidos, S.A 226
French Bazaar 640	
Carcia Fernandez, L. 811	Kenrick & Company Ltd 422
B. Equipments, Ltd.	
General Electric Co., Ltd. Manguard	I ■ a Bahia 428
Goncalves, Gabriel S.A. 336	a Casa Amarilla, Inc 66
Goodwin Cocozza S.A.	La Casa Rosada 818
Goreira C. S. I. P. Ez	Lamport & Holt Line, Ltd 784
Garcia Fernandez, L	La Bahia

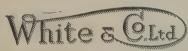
* .	PAGE	Paranagua, Port of Parque Balneario Hotel, Santos Parson, Crosland & Cia., Ltda. Peek Frean & Co., Ltd. Pereira, M. J., Ltd. Pereira, Mendes Ltda.	PAGE
I andmone Filhos & Cia I tda	218	Paranagua, Port of	348
Landmann Filhos & Cia., Ltda. Lanificio "F. Kowarick," S.A. Lankro Chemicals Ltd. "La Vencedora" S.A.	224	Parque Balneario Hotel, Santos	301
Y and Chamicals I td	224	Parson, Crosland & Cia. Ltda	250
Mankro Chemicals Ltd.	658	Peek Freen & Co I td	22
La vencedora S.A.	722	Darairo M I I td	800
Leach's Argentine Estates Ltd	122	Daraira Mandae I tda	207
Librerias Mackern, S.A		Pereira, M. J., Ltd. Pereira, Mendes Ltda Persons Travel Bureau	307 638
Lima Nogueira S/A Litvak Tours	336	Dilli- Cooper & Con I ad	030
Litvak lours	428	Philip, George & Son, Ltd Pickersgill, Wm. & Sons, Ltd	1.7.
Liverpool & London & Globe		Pickersgill, will. & Solis, Ltd	120
Ins. Co., Ltd.	776	Pierri Sobrinho, S.A	213
Lodovico Lazzati S.A.	327	Pinto Bastos S.A	247
Litvak Tours Liverpool & London & Globe Ins. Co., Ltd. Lodovico Lazzati S.A. London S.S. Owners' Mutual Ins. Assn.		Pinto Bastos S.A. Player's Cigarettes Plaza Hotel, Buenos Aires Plinio de Almeida Prado "Polar" Footwear Port of London Authority xxx Porto, Adrião F.	823
Ins. Assn	780	Plaza Hotel, Buenos Aires	102
Lord Hotel, Sao Paulo	314	Plinio de Almeida Prado	340
Lord Hotel, Sao Paulo Lorthiois, Sereno & Cia., Ltda. Los dos Mercados Loureiro, Costa & Cia. Lowndes & Sons, Ltd. Luiz Camacho & Cia., Ltda. Lyle & Scott	328	"Polar" Footwear	. 240
Los dos Mercados	815	Port of London Authority XXX	, XXXI
Loureiro, Costa & Cia	295	Porto, Adrião F. Porto Alegre City Hotel Predial Wood Ltda Prisciliano Corrêa Junior Produtos Genser S.A Puente Hermanos, S.R.L.	224
Lowndes & Sons, Ltd	235	Porto Alegre City Hotel	344
Luiz Camacho & Cia., Ltda	257	Predial Wood Ltda	309
Lyle & Scott	lvii	Prisciliano Corrêa Junior	346
•		Produtos Genser S.A	263
Macadam, I. F., & Cia	122	Puente Hermanos, S.R.L.	812
Macadam, J. F., & Cia. Acdonald & Co. (Bolivia) S.A. Mackinlay, Charles & Co., Ltd. Maclean & Stapledon, S.A. Maduro, S. B. L. & Sons, Inc.	180		
Mackinlay, Charles & Co., Ltd.	598	Quiroga, S. C., é Hijo & Cia.,	
Maclean & Stapledon, S.A	724	CD T	
Maduro, S. E. L. & Sons, Inc	66	S.R.L	812
Mann, George & Co., Ltd.	722	Daleigh Smokeless Fuel Co.	418
Mappin & Webb	214	Raleigh Smokeless Fuel Co.	798
Maraha Hotel	316		
Martins Pimenta & Cia., Ltda.	260	Ransomes Sims & Jefferies, Ltd. May	rouned
Martyn, E. & G.	818	Rawes, James & Co., Ltd. Ray Electric, Inc. Reid's Hotel, Madeira Rio de Japeiro Flour Mills &	6 810
Massames Lishôa Ltda.	266	Ray Electric, Inc.	42
Massas Alimenticias Aymoré Ltda	258	Reid's Hotel Madeiro	- 4~ -
Mauricio Johan E	878	Rio de Ispeiro Flour Mille A	30
McEwan Wm & Co. Ltd	28	Reid's Hotel, Madeira Rio de Janeiro Flour Mills Granaries Ltd.	248
Maduro, S. E. L. & Sons, Inc. Mann, George & Co., Ltd. Mappin & Webb Maraba Hotel Martins Pimenta & Cia., Ltda. Martyn, E. & G. Massames Lisbôa Ltda. Massas Alimenticias Aymoré Ltda Mauricio, Johan E. McEwan, Wm., & Co., Ltd. McGregor Gow & Holland, Ltd. Mapguard ann Mapguard ann	30	Rio de Janeiro Lighterage Co., Lto	230
Mapguard and	1 Inset	"Robintur"	270
McIntyre Hogg Marsh & Co., Ltd	2 5	Rocha Irmão & Cia Itda	319
Mellão Nogueira, S.A.	280	Rogers Henry & Cia I tda	207
Metallurgica Matarazzo, S/A	310	Rootee I td	444
		Rothmone I td	XXXV
Metropolitan-Cammell Carriage	22	Povol Ponk of Coneda	. XIVII
& Wagon Co., Ltd Metropolitan-Vickers Electrica Co., Ltd	23	"Robintur" Rocha Irmão & Cia., Ltda. Rogers, Henry & Cia., Ltda. Rootes Ltd. Rothmans Ltd. Royal Bank of Canada Royal Exchange Assurance	. 117
Co I td	76.77	Povol Institute of International	1 772
Co., Ltd	10-17	Royal Mistitute of Internationa	1
Miramar Palace Hotel	7/7	Affairs 181, 205, 482, 48	5, 543,
Mitchell's English Book Store	244	Povol Inqueson on Co. Tad	9, 721
		Royal Insurance Co., Ltd. Royal Interocean Lines	• 774
	816	Royal Interocean Lines	. 792
Mountations Day Docks I td	8, 389	Royal Mail Lines, Ltd.	
Mountstuart Dry Docks Ltd.	790	Royal Interocean Lines Royal Mail Lines, Ltd. v-viii, 36	2, 788
Moxey Savon Argentina S/A "Moygashel"		C A Casa Damingas Tanguim d	_
21, 61, 182, 208, 52 "Mundotur"	0 -16	S.A. Casa Domingos Joaquim d Silva S.A. Comercial Julio Meca	a
6 Mundatur 37	0, 740	S A Comproid Tulio Mass	. 251
"Mundotur" Murphy, Cook & Co Murray, Simonsen S.A.	. 231	S.A. Contercial Julio Meca	. 311
Murphy, Cook & Co	. 796	S.A. Imprenta Lamb & Co., Ltd S.A. Industrias Votorantim	- 77
Murray, Simonsen S.A.	. 232	S.A. Illustrias votorantim .	. 335
27 8 3/		S.A. Mollino Santista	. 322
lavy & Mercantile Stores	. 819	Sait Company "Bonaire"	. 819
ewboid & Bullord Ltd.	. 9	Sanderson, wm. & Son, Ltd	- 596
Navy & Mercantile Stores ewbold & Bulford Ltd. Nicolich & Co.	. 818	S.A. Moinho Santista Salt Company "Bonaire" Sanderson, Wm. & Son, Ltd. Schermuly Pistol Rocket Apparat	us
- 11 0 W .1'		Liu	. 800
akley & Watling	. 96	Seabra Cia. Tecidos S.A.	. 210
Oakley & Watling	820	Seabra Cia. Tecidos S.A. Seager Evans & Co., Ltd. Shell Petroleum Co., Ltd.	. 31
Organizacion Furlong	. 114	Shell Petroleum Co., Ltd.	. 770
Orquima Industrias Quimicas .	. 330		
Daging Steam Marriantian Ca			and:
		Siemens Electric Lamps, Ltd.	. xlii
Pacific Steam Navigation Co	i: _e-	Siemens Electric Lamps, Ltd. Silveira Freire & Cia.	. 304
Poive For S.A.	ii, 786		. 304
Paiva Foz, S.A. Pan American-Grace Airways	ii, 786		. 302 . 100

		PAGE	1	PAGE
Soc. Anon. Comércio e Indus	strias		Tourservice	225
Souza Noschese		326	Transradio Chilena	420
Soc. Anonima Magalhães	207.	342	Troncoso Hermanos & Cia., Ltda.	294
	,,	341	Troost, G	
Sottnek, Jules S., Co., Inc.		iii		
South American Saint Line,	Ltd.	116	T Tna Star Laundry Ltd.	xlv
C African War D		352	Una Star Laundry Ltd	
"South Pacific Mail"		422	Ship Assurance Association	
Spanghero & Cia., Ltda.		305	Ltd	
Stevenson & Son Ltd.		202	2,101	117
21, 61, 182, 208	. 520.	746	Valech, Felipe & Co	814
Stone, J. & Co. (Charlton)	Lid	783	alery Perfumes do Brasil S.A.	
Street, G. & Co., Ltd.		xvi	Vianna Jr., Albano F., & E. Sautter	
Sul America		292	Victory Car Hire Ltd.	482
Sun Insurance Office Ltd.		773	Treedly Car Illia Dear	400
Superior Ltda		261	XX agons-Lits/Cook	274
Surany, John			wainwright Bros. & Co., Ltd.	96
Surjan, José R		.818	Wallsend Slipway & Eng. Co., Ltd	
Syren & Shipping, Ltd.		57	Watts Fincham Ltd	
oyana a ompping, Eta.		21	Webb, John G. & Co., Ltd	25
Tecidos A. Ribeiro S A		221	Weir, G. & J., Ltd	7
Tecidos A. Ribeiro S.A. ennent, J. & R. Ltd.		63	Western Telegraph Co., Ltd	249
Texidora, S.A.		328	White & Co., Ltd	xix
Thermotank Ltd.		xlvii	Wilkinson, A. J., Ltd.	128
Thomaz Henriques, Ferragen			Wilson Jeans & Co., Ltd.	. 0
Tigani e Hijo			Wilson, Sons & Co., Ltd.	-30
Tourisport Ltda		72 T		720
Tourisport Ltda		73I	2, 78, 202	720

INDEX TO ADVERTISERS

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INDEX TO ADVERTISERS

(Trade Classification).
For Alphabetical Index see p. xv.

Also chapters entitled Insurance (p. 773), Banking (p. 803), Air Services (p. 806), Steamship Services (p. 783), and Local Classified Advertisements (p. 807).

PAGE	PAGE
ADVERTISING AGENTS.	CAR HIRE SERVICE. Casa Urso, Buenos Aires Rootes Ltd.
G. Street & Co., Ltd xvi	Coss Unit Proper Aires
G. Street & Co., Ltu XVI	Casa Urso, Buenos Aires 118
AIR CONDITIONING PLANT.	Victory Car Hire Ltd., London 482
Thermotank Ltd xlvii	
THEIRIOCAUR LICAI AIVII	CARPET AND VELVET
	MANUFACTURERS.
AIR TRANSPORT.	
Pan American-Grace Airways 76	Lorthiois, Sereno & Cia. Ltda 328
70	
	CEMENT MANUFACTURERS.
BANKERS AND FOREIGN	Cia. Nacional de Cimento Portland 280
EXCHANGE.	
Banco da Bahia S.A 356	CHEMICAL MANUFACTURERS
Banco de Crédito Real de Minas	
Carrie C.A.	AND AGENTS.
Gerais S.A 272, 273	"Duperial" 212
Gerais S.A 272, 273 Banco Lowndes 211	Imperial Chemical Industries xx
Banco Portugues do Brasil, S.A. 804	Lankro Chemicals Ltd 37 Landmann Filhos & Cia 318
Bank of London & South America ii	Landmann Filhos & Cia 318
Casa Bancaria Alberto Behar 237	Orquima Ind. Quimicas Reunidas 330
Casa Bancaria J. Coelho & Cia 229	Organia ma. Quimeas reamans 330
	CITEMICES (DITABLE CETTEROAT)
Casa Bancaria Faro & Cia 302	CHEMISTS (PHARMACEUTICAL)
Casa Bancaria Moneró Ltda 278	Oceanic Chemical Co., Inc. 820
Chase National Bank 521	
Nicolich & Co 818 Royal Bank of Canada liv	CINEMA EQUIPMENT.
Royal Bank of Canada liv	G.B. Equipments Ltd 5
Vianna Jr., Albano F., and E.	G.D. Equipments Dia.
	CLEANERS.
Sautter 286	
	Una Star Laundry Ltd xlv
BINOCULARS, CAMERAS &	
SCIENTIFIC INSTRUMENTS.	CLOTHING.
	Boots and Shoes:
Newbold & Bulford Ltd 9	Fabricas "Germade" Ltda 326
	Fabricas "Germade" Ltda 326 "Polar"
BOOKSELLERS & PUBLISHERS.	TT all and to Co.
Barreiro & Ramos, S.A 817	Handkerchiefs:
Cons Manadam	Dargham, Felipe 814
	Hats:
Casa Orestes, Montevideo 815	Companhia Prada 312
Librerias Mackern, S.A 118	Linen Fabrics :
Mitchell's English Bookstore 112	Casa Tavares 277
Royal Institute of International	Stevenson & Son Ltd.
Affairs, 181, 205, 482, 485, 543, 659,	Stevenson & Son Ltu.
721	" Moygashel "
•	21, 61, 182, 208, 520, 746
BRONZE FOUNDERS.	Shirts:
Bull's Metal & Marine Ltd 63	McIntyre Hogg, Marsh & Co.,
, , , , , , , , , , , , , , , , , , , ,	Ltd 35
	Stockings:
BUILDING MATERIALS.	Value Faline & Co. 974
Ferragens La Fonte, S.A 283	Valech, Felipe & Co 814
S.A. Casa Domingos Joaquim da	
Silva 251	COLLIERY PROPRIETORS,
01174	BUNKER CONTRACTORS.
	Berwind-White Coal Mining Co. 790
CABLES & COMMUNICATIONS.	Cory Bros. & Co., Ltd 126
American Cable & Radio System 110	Grand Canary Coaling Co., S.A. 52, 53
Cable & Wireless Ltd 80	TI-11 Di-1 % Co Ted
	Hull, Blyth & Co., Ltd lili Mann, George & Co., Ltd 722
Transradio Chilena 420	Mann, George & Co., Ltd 722
Western Telegraph Co., Ltd 249	Moxey Savon Argentina, S.A 118
	Raleigh Smokeless Fuel Co 418
CANNERS, FRUITS, ETC.	Wilson, Sons & Co., Ltd.
	2, 78, 202, 720
Goodwin, Cocozza S.A 243	2, /6, 202, /20

PAGE	PAGE
COTTON.	FOOD & DRINK—contd.
Buyers & Exporters:	Coffee:
Esteve Irmaos, S.A 323	Almeida Prado S/A 304
Soc. Algodoeira do Nordeste	American Coffee Corporation 336
Brasileiro, S.A	Cia. Leme Ferreira 304
Brasileiro, S.A. Cloth: Seabra Cia, Tecidos S.A. 210	Cia. Nacional de Comercio de
Goods and By-Products:	Café 262
Goods and By-Products:	Cia. Prado Chaves Exportadora 334
"Brasital" 291	Cla, Frado Chaves Exportadora 334
Cia. Progresso Ind. do Brasil	Feliciano Guimaraes & Cia 346
Brasital Cia. Progresso Ind. do Brasil "Bangu" Jose Silva, Tecidos, S.A. 226 Spinners & Weavers: Cia Accessing Fabril	Hard, Rand & Co 217 Lima Nogueira S.A 336
Jose Silva, Tecidos, S.A 226	Lima Nogueira S.A
Spinners & Weavers:	Mellão, Nogueira S.A 289
	Pereira, Mendes Ltda 307
Cia. Fabril de Juta-Taubaté 255	Silveira Freire & Cia 304
Cia. Fabril de Juta-Taubaté 255 Cia. Textil S. Joanense 281 Fiacao e Tecelagem "Nice"	Brewers and Bottlers:
Fiação e Tecelagem "Nice"	Cia. Antarctica Paulista 338-340
S A	Evport Rottlers I td
Fiacao Excelsior Ltda 317 I.R.F. Matarazzo S.A 306 Rio de Janeiro Flour Mills &	Hibbert, C. G. & Co., Ltd
I.R.F. Matarazzo S.A 306	McEwan, Wm. & Co., Ltd 38
Die de Jameiro Flavo Milla &	Tennent, J. & R., Ltd 63
Rio de Janeiro Flour Ivanis &	Emile
Granaries Ltd 258	Fruit:
S.A. Industrias Votorantim 335	Leach's Argentine Estates Ltd. 122
	Grocery, Provisions, Wines
CUSTOMS & CLEARING AGENTS	and Spirits:
Adelson Nogueira Barretto 304	Alves, Azevedo, S.A 331
Antonio dos Santos Barbosa 303	Bazar del Japon 816
"Itapolis" Ltda 279	Casa Pimentel Imp. S.A 325 Challis Stern & Co., Ltd xxiii
Paiva Foz. S.A 313	Challis Stern & Co., Ltd xxiii
Pierri Sobrinho, S.A 213	Davies, H. D. & Co., Ltd 94
Soc Anon Martinelli 341	Gouvêa de Oliveira S.A 334
White & Co. Ltd. viv	La Casa Rosada 818
Willie & Go., Litt	Los dos Mercados 815
Adelson Nogueira Barretto 304 Antonio dos Santos Barbosa 303 "Itapolis" Ltda. 279 Paiva Foz, S.A. 313 Pierri Sobrinho, S.A. 213 Soc. Anon. Martinelli 341 White & Co., Ltd. xix	Alves, Azevedo, S.A. 331 Bazar del Japon . 816 Casa Pimentel Imp. S.A. 325 Challis Stern & Co., Ltd. xxiii Davies, H. D. & Co., Ltd. 94 Gouvêa de Oliveira S.A. 334 La Casa Rosada . 818 Los dos Mercados . 815 Machiplar Charles & Co. Ltd.
DOCK & HARBOOK	Mackiniay, Charles & Co., Etc. 390
AUTHORITIES.	Martins Pimenta & Cia., Ltda. 269
Cia. Docas da Bahia 354	Produtos Genser S.A
Cia. Docas de Santos 296	S.A. Com. Julio Meca 311
Docks & Inland Waterways	Sanderson, Wm. & Son Ltd. 596
Executive, Cardiff xxvii-xxviii	Seager Evans & Co., Ltd 31
Docks & Inland Waterways	Macaroni:
Executive, Southampton 781	Massas Alimenticias Aymoré
Port of London Authority xxx, xxxi	Ltda 258
Port of Paranagua 348	Mineral Waters & Cordials ;
Cia. Docas da Bahia	1 10 1
ELECTRIC CABLES.	
British Insulated Callender's Cables	Webb, John G. & Co., Ltd 25
W. T. Henley's Telegraph Works	FREIGHT BROKERS.
	McGregor Gow & Holland, Ltd.
Co., Ltd xxxvii	Mapguard and Inse
ELECTRICAL HOLLOW	mapguara ana inse
ELECTRICAL EQUIPMENT	
MANUFACTURERS.	HARDWARE MERCHANTS.
British Insulated Callender's Cables,	Rontista Ferrar S/A
Ltd 204	Com e Ind Souza Noschese 220
British Thomson Houseton Co	Com. e Ind. Souza Noschese 326 Gabriel Gonclaves, S.A. 330
Ltd Mapguard	Hanny A & S & Co I to
Ltd	Gabriel Gonclaves, S.A. 331 Henry, A. & S., & Co., Ltd. xxxii Hime, Com. e Ind. S.A. 23.
Edison Swan Electric Co., Ltd lix	Hime, Com. e Ind. S.A 23
English Electric Co., Ltd. 84, 206	
General Electric Co., Ltd. Managard	HOTELS, RESTAURANTS,
Metropolitan-Vickers Electrical	CASINOS AND CLUBS.
Co., Ltd	Barranquilla:
Signature Floring Lamps 42	Hotel de Prado 38
Co., Ltd	Belem:
Supplies Ltd xliii	Hotel Grande 38
EGOD AND DODGE	Bogota:
FOOD AND DRINK.	Hotel Tequendama 38
Biscuits:	Buenos Aires:
Biscoites Aymoré Ltda 258	City Hotel
Peek Frean & Co., Ltd 33 Huntley & Palmers Ltd xli	Continental Hotel 10
Huntley & Palmers Ltd xli	
	riaza riotei ic

		PAGE		PAGE
HOTELS, RESTAURANTS	S.		HOTELS, RESTAURANTS,	1 1101
CASINOS & CLUBS—co	ntd.		CASINOS & CLUBS—contd.	
Caracas:			Santiago .	
Hotel Tamanaco		385		, 426
Colon:			Hotel " Crillon "	
Hotel Washington		640	Hotel Splendid	
Estoril:			La Bahia	428
Casino Estoril-Spa		808	Saiitos:	
Estoril-Spa		808	Atlantico Hotel	300
Monte-Estoril Hotel		808	Atlantico Hotel Parque Balneario Hotel	301
Palace Hotel		808	Sao Lourenço:	
Park Hotel		808	Sao Lourenço Hydro-Mineral Sp	a 288
Park Hotel Tamariz-Beach		808	Sao Paulo:	
Hamilton:			Cinelandia Hotel	316
The Princess		385	Excelsior Hotel	316
Jamaica:			Hotel San Paulo	246
Hotel Mona		59	Lord Hotel	314
Lisbon:		-	Lord Hotel Maraba Hotel Othon Polece Hotel	
American Bar		810	Othon Palace Hotel	246
Avenida Palace Hotel		809		
British Bar		810	IMPORTERS & EXPORTERS	
Hotel Bragança		810	Angel Velyanovsky Barracosa, Edmundo P.	810
Madeira:			Barracosa, Edmundo P	811
Reid's Hotel		50	"Boston" S.A	658
Manaus:			"Boston" S.A Brasimet Com. e Ind. S.A	299
Hotel Amazonas		368	Casa B. Sant'Anna de Electricidade	293
Maracaibo:		_	Cia. "Propac"	220
Hotel del Lago		385	Cia. T. Janer, Com. e Ind.	230
Mexico City:			Claverie, S.A.	287
Hotel Reforma		385	Corrêa Ribeiro & Cia., Ltda	358
Montevideo:			Costa Nogueira & Cia. Curação Trading Co., S.A.	285
		732	Curação Trading Co., S.A	68
		816	Curaçãos che Handel-Maats chappi	
Hotel Pyramides			N.V	536
	385,	732	N.V. Curiel, Morris E. & Sons, Inc.	68
			Dianda Lopez & Cia. Ltda	324
City Hotel Rio de Janeiro: Aeroporto Hotel		344	Dias Martins, S.A	324
Rio de Janeiro:			Donovan Davis & Cia., Ltda	
Aeroporto Hotel Confeitaria Colombo		246	Duncan, Fox & Co., Ltd. 419,	674
Confeitaria Colombo		254	Fernandez, L. Garcia	811
Copacabana Palace Hotel		242	Fontes, E. G. & Co	260
Excelsior Copacabana Hotel		316	Goodwin Cocozza S.A	243
Grande Hotel São Francisco		248	Henk van der Voet N.V.	536
Hotel California		246	Fernandez, L. Garcia Fontes, E. G. & Co. Goodwin Cocozza S.A. Henk van der Voet N.V. I.R.F. Matarazzo, S.A. Jafet, G. & R.	306
Hotel Castro Alves		246	Jafet, G. & R.	332
Hotel Lancaster		246		
Hotel Lancaster Hotel "Novo Mundo"		252	"La Vencedora" S.A. Lodovico Lazzati, S.A.	658
Hotel Olinda		246		
Miramar Palace Hotel		244	Macdonald & Co. (Bolivia) S.A.	180

CHALLIS, STERN & CO. LTD.

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PAGE	PAGE
IMPORTERS & EXPORTERS	MAP PUBLISHERS.
—contd.	George Philip & Son, Ltd lx
Martyn, E. & G. . 818 Mauricio, Johan E. . 818 Murray, Simonsen S.A. 232 Parson, Crosland & Cia., Ltda. 250	A PERSONAL PROPERTY.
Mauricio, Johan E 818	MERCHANTS.
Murray, Simonsen S.A 232	Davidson, Pullen & Cia 288 Soc. Anon. Magalhaes 207
Parson, Crosland & Cia., Ltda 250	Soc. Anon. Magainaes 207
Parson, Closania de Car., Letaa. 230 Pinto Bastos, S.A	METAL CONTAINED
Quiroga, S. C. e Hijo & Cla 812	METAL CONTAINER MANUFACTURERS.
Rocha, Irmao & Cla., Ltda 207	Metallurgica Matarazzo, S.A 310
Thomaz Henriques, Ferragens, 5/A 332	Metallurgica Matarazzo, B.M 310
Wilson John & Co. I td	METALLUDGICTE
Wilson Jeans & Co., Ltd 238 Wilson, Sons & Co., Ltd.	METALLURGISTS.
Wilson, 30118 & Co., Ltd.	Metallurgica Matarazzo, S.A 310 Hime, Com. e Ind., S.A 234
INSURANCE.	Tillie, Coll. e Iliu., S.A 234
Wilson, Sons & Co., Ltd. 2, 78, 202, 720 INSURANCE. A Indiana A Vanguarda Sons Commercial Union Assurance Co. 772 Cooper Brothers Il4 Cooper, L. Godfrey Sirver S	MILEDS
A Vanguarda 308	MILLERS.
Commercial Union Assurance Co. 772	Rio de Janeiro Flour Mills &
Cooper Brothers 114	Granaries Ltd 258 S.A. Moinho Santista 322
Cooper, L. Godfrey 817	S.M. IVIOIIIIO Santista
Guimarães & Cia., S/A 350 Liverpool & London & Globe Ins. Co., Ltd	NEWSPAPERS & PERIODICALS.
	NEWSPAPERS & PERIODICALS. Brazil Journal 219 E. African Year Book 228 El Bien Publico, Montevideo 817 El Dia, Montevideo 817 El Diario Ilustrado 420 Exporter's Year Book 57 Hong Kong Guide 754 La Nacion, Santiago 813 South African Year Book 352 South Pacific Mail, Valparaiso 422
Co., Ltd	E African Veer Book
London S.S. Owners' Mutual Ins.	El Rian Dubling Montavides 217
Ass., Ltd	El Die Menterides 817
Lowndes & Sons, Ltd 235	El Dia, Montevideo 817
Parson, Crosland & Cia., Ltda 250	El Diario Hustrado 420
Royal Exchange Assurance 772	Exporter's Year Book 57
Royal Insurance Co. Ltd. 774	Hong Kong Guide 754
"Sul America"	La Nacion, Santiago 813
Sun Inquiring Office I td	South African Year Book 352
IIV Mutual C.S. Acom I ad	South Pacific Mail, Valparaiso 422
Wilson Isona & Co. I ad	
Wilson Jeans & Co., Ltd 236	OILCLOTH MANUFACTURERS.
	Dias & Cia. S.A 330
NOVELTIES ETC	
Cong Zitrin	OIL & GAS ENGINES.
Icelheria I a Povola	Davey, Paxman & Co., Ltd. xxxix
Monnin & Wohl	Davey, Faxinan & Co., Ltd. XXXIX
Wappin & Webb 214	OW O
NOVELTIES, ETC. 282 Casa Zitrin	OILS.
LAND DEVELOPMENT AND	Brasil Oiticica S.A 236 Shell Petroleum Ltd 770
ESTATE ACENTS	Shell Petroleum Ltd 770
Alianca da Bahia Capitalização 360 Lowndes & Sons, Ltd	
Loundes & Sons I ed	PACKING & INSULATION
Predict Wood I tdo	MANUFACTURERS.
Trediai wood Lida 309	Beldam Packing & Rubber Co.,
LUMBER.	Ltd 42
Hamilton Marina Cont Co Inc. 200	
Hamilton Marine Cont. Co., Inc. 820 Macadam, J. F. & Cia 122	PAINTS, COMPOSITIONS, ETC. Blundell, Spence & Co., Ltd 674 British Paints Ltd
Macadalli, J. P. & Cla 122	Blundell, Spence & Co., Ltd 674
MACHINERY.	British Paints Ltd 130
	Industrias Klabin do Paraná de
Agricultural:	· Celulose, S.A.
Ransomes Sims & Jefferies, Ltd	Ingham Clark, R. & Co. 88
Lia Mapguara	International Paint Co. Inc. 820
General:	International Paints Ltd
A.P.V. do Brasil, S.A 318 Cia. Fabio Bastos, Com. e Ind. 227	International Paints Ltd 94
Cia. Fabio Bastos, Com. e Ind. 227	DARED AND CARREDOARD
Cia. Mechanica e Imp. de S. Faulo 320	PAPER AND CARDBOARD
S.I.A.M 297	MANUFACTURERS.
Spinning and Weaving:	Cia. Melhoramentos de S. Paulo 337 Murray, Simonsen, S.A 232
Spinning and Weaving: Lodovico Lazzati, S.A 327 Textile:	Murray, Simonsen, S.A 232
*	
Rogers, Henry & Cia., Ltda 222	
MANUFACTURERS' REPRE-	Valery Perfumes do Brasil S.A 253
SENTATIVES.	
Cia de Propaganda, Adminis-	PLAYING CARD
tracao Com "Propec" 220	
	MANUFACTURERS.
Rogers, Henry, & Cia., Ltda 222	PLAYING CARD MANUFACTURERS. De La Rue, Thos. & Co., Ltd. 48.

	PAGE	PAGE
PORT SERVICES.		
Dredging:		Prisciliano Corrêa Jnr 346
Henry Du Bois Sons Co., Inc.	819	
Simons, Wm., & Co., Ltd.	100	SHIPBUILDERS, MARINE ENGINEERS, FURNISHERS & DECORATORS.
Dry Docking: Mountstuart Dry Docks Ltd.	200	ENGINEERS, FURNISHERS
Mountstuart Dry Docks Ltd	790	& DECORATORS
Lighterage:	790	Harland & Walff Ltd
Pio de Janeiro Lighteres Co		Harland & Wolff, Ltd. xiv Heaton, Tabb & Co., Ltd. iv, 14 Pickersgill, Wm. & Sons, Ltd. 120 Simons, Wm. & Co., Ltd. 100
Rio de Janeiro Lighterage Co.,		Disharasili Was & Constitution 11, 14
Ltd. Stevedores:	271	Pickersgill, Wm. & Sons, Ltd 120
Stevenores:		Simons, Wm. & Co., Ltd 100
Floriano Hartog	350	AV
Jarka Corporation	48	
Kenrick & Co., Ltd.	422	Bank Line 98
Moxey Savon Argentina S.A.	118	Blue Star Line 86
Murphy, Cook & Co	796	Bank Line 98 Blue Star Line 86 Booth Line 366 Cia. Arg. de Navegación Dodero 90
Sottnek, Jules S., Co., Inc	iii	Cia. Arg. de Navegación Dodero 90
Stevedores: Floriano Hartog Jarka Corporation Kenrick & Co., Ltd. Moxey Savon Argentina S.A. Murphy, Cook & Co. Sottnek, Jules S., Co., Inc. Wilson, Sons & Co., Ltd.		Cia. Chilena de Navegación Inter-
2, 78, 202,	720	oceanica 420
Towage:	/	Harrison Line 404
Dalzell Towing Co., Inc	708	Houlder Bros. & Co., Ltd. 172
Wilson, Sons & Co., Ltd.	190	Houston Line
whooli, bolls & Co., Ltd.	720	I P E Matarazzo S A 208
Water Summlians 2, 78, 202,	720	Italia Lina
Water Suppliers: Cia. Uniao de Transporte e		Acceptance
Cia. Olhao de Fransporte e	-/-	Tomas & Hole Time
Abastecimento de Agua	205	Lamport & Fight Line
		Moore McCormack Lines 388, 389
POTTERIES.		Pacific Steam Navigation Company
Wilkinson, A. J., Ltd.	128	Royal Interocean Lines Royal Mail Lines, Ltd. v-viii, 362, 788
		Royal Interocean Lines 792
PRINTERS.		Royal Mail Lines, Ltd. v-viii, 362, 788
Cia. Grafica Steele Mattos Cia. Melhoramentos de S. Paulo	223	S.A. Imp. y Exp. de la Patagonia 110 South American Saint Line, Ltd. 116
Cia. Melhoramentos de S. Paulo	337	South American Saint Line, Ltd. 116
Grafica Aymoré Ltda	258	
Grafica Aymoré Ltda. S.A. Imprenta Lamb & Co., Ltd.	77	SHIPPING, TRAVEL AND
Tigani e Hijo	IIO	FORWARDING AGENTS.
rigani C III)o	110	Adrigo F. Porto 224
DILLER MARKING A CONTINUES		Agencia Americana de Turismo e
PUMP MANUFACTURERS.	- 1	Representações Ltda 315
Drysdale & Co., Ltd Weir, G. & J., Ltd	65	Agencia Maritima A Comora S A 264
Weir, G. & J., Ltd	7	Agencia Maritima A. Camara, S.A. 264 Agencia Maritima Dodero, S.A. 122 Agencia Maritima Norlines, Ltda. 300
		Agencia Maritima Dodero, S.A. 122
PYROTECHNICS.		Agencia Maritima Norintes, Lida. 300
Schermuly Pistol Rocket Apparatus	1	American Express, S.A 203
Ltd	800	Baker, Britt & Co., Ltd xxix
27207		Casa Bancaria Alberto Benar 237
RAILWAYS.	ľ	Casa Bancaria Alberto Behar Casa Bancaria Moneró Ltda. 278 C.E.V.I. Montevideo . 729
		C.E.V.I. Montevideo
Antofagasta (Chili) & Bolivia Rly.		Cia. Com. e Maritima 209
Co., Ltd	430	Cia. de Transportes Unidos 814
		Expresso Maua 268
RAILWAY EQUIPMENT. Almeida, M., & Cia Metropolitan-Cammell Carriage & Waggon Co., Ltd		C.E.V.I. Montevideo
Almeida, M., & Cia	216	Exprinter, B. Aires, Montevideo,
Metropolitan-Cammell Carriage &		Rio, Santos, S. Paulo
Waggon Co., Ltd	23	114, 245, 270, 336, 728
,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		Figureiredo, I., S.A. 320
ROPE AND CORDAGE MAKE	PS	Figueiredo, L., S.A 320 Gorsira, C. S., J. P. Ez 66 Grand Canary Coaling Co., S.A.
Pelfort Popovoult Co. Itd	14.	Grand Canary Cooling Co. S.A.
Beliast Ropework Co., Ltd.	44	Grand Canary Coaning Co., 5.71.
British Ropes, Ltd.	820	Cuina e e Cia 6/A
Gourock Ropes & Canvas, Ltd.	63	Guiniaraes & Cia., S/A
Belfast Ropework Co., Ltd. British Ropes, Ltd. Gourock Ropes & Canvas, Ltd. Green Bros. Hawkins & Tipson, Ltd. Hood Haggie, R., & Son	424	Hewell, J. D. & Co., Ltd.
Hawkins & Tipson, Ltd.	424	Kenrick & Co., Ltd 422
Hood Haggie, R., & Son	114	La Vencedora, S.A 658
		Guimarães & Cia., S/A
RUBBER, EBONITE & BAKEL	ITE	MacDonald & Co. (Bolivia) S.A. 180
MANUFACTURERS.		Maclean & Stapledon, S.A 724
Metallurgica Matarazzo, S.A	310	Maduro, S. E. L. & Sons, Inc 66
Metallurgica Matarazzo, S.A Dunlopillo	xiii	MacDonald & Co. (Bolivia) S.A. 180 Maclean & Stapledon, S.A. 724 Maduro, S. E. L. & Sons, Inc. 66 McGregor, Gow & Holland, Ltd. McGregor, Gow & Holland, Ltd.
SALT.		66 Mundotur 37
Hanrique Lage Com a Ind SA	284	Organizacion Furlong, S.R.L 114
Henrique Lage Com. e Ind. S.A. Salt Company "Bonaire"	970	Persons Travel Bureau 638
Sait Company Bonaire	919	I CISUMB I INVCI DUICAU 030

· · ·	PAGE		PAGE
SHIPPING, TRAVEL AND	not	SHIPS' SUPPLIES—contd.	
ECDWADDING ACENTS	ntd	Ships' Chandlers:	
Puente Hermanos, S.R.L Rawes, James & Co., Ltd. 46, Robintur Soc. Anon. Martinelli Tourisport Ltda Touriservice Wagons-Lits/Cook Wainwright Bros. & Co., Ltd. Wilson. Corp. & Co.	812	Moor Bros. & Co.	816
Payron Jamon & Co. I td.	810	Moor Bros. & Co	809
Dahimes & Co., Ltd. 40,	270	Plinio de Almeida Prado	346
Robintur	319	Troopt G	66
Soc. Anon. Martinelli	341	Troost, G Watts, Fincham Ltd	48
Tourisport Ltda	751	watts, Pincham Ltd.	40
Tourservice	225	STEEL MANUFACTURERS	
Wagons-Lits/Cook	274	& FOUNDERS.	
Wainwright Bros. & Co., Ltd.	96	English Steel Corporation Ltd.	13
Wilson, Sons & Co., Ltd.		migror out out out	
2, 78, 202,	720	STORES & BAZAARS.	
		Army & Navy Stores, Jamaica	819
SHIP REPAIRERS, BOILER		"Bombay" Oriental House	818
MAKERS, MARINE AND		Casa Zitrin	282
REFRIGERATING ENGINEE	RS,	Casa Zitrin	
SHIP FITTINGS, ETC.	1		
Anglo-Argentine Marine & General		French Bazaar	640
Engineering Co., Ltd. Astilleros de Las Habas, S.A	106	Henk van der Voet N.V.	536
Astilleros de Las Habas, S.A	813	La Casa Amarilla Inc	66
Clarke, Chapman & Co., Ltd	40	Loureiro Costa & Cia	295
Cromwell & Co., Ltd.	II2	Monnin & Webb	214
Hall, I. & E. Ltd.	27	Marcantile Stores	214
Cromwell & Co., Ltd. Hall, J. & E. Ltd. Hamilton Marine Contg. Co., Inc.	820	Enrique de Goeye & Cia., Ltda., French Bazaar Henk van der Voet N.V. La Casa Amarilla, Inc. Loureiro Costa & Cia. Mappin & Webb Navy & Mercantile Kingston, Jamaica Stores,	910
Harland & Wolff, Ltd. Ransom, Stephen, Inc. Simons, Wm. & Co., Ltd. Spanghero & Cia., Ltda.	xiv	Kingston, Jamaica	619
Ransom, Stephen, Inc.	798	Surany, John	038
Simons, Wm & Co., Ltd.	TOO	TEXTILES.	
Spanghero & Cia . Ltda.	305	Aranjo Costa S/A	812
Stone, J. & Co. (Charlton) Ltd.	783	Araujo Costa S/A Cia. Textil S. Joanense I.R.F. Matarazzo, S.A.	281
Wallsend Slipway & Eng. Co,.	703	IRF Matarazzo S A	306
I td	02	Rio de Janeiro Flour Mills and	300
Ltd. Weir, G. & J., Ltd	7-	Granariee I td	258
well, G. a J., Ela.	/	Granaries Ltd Soc. Anon. Moinho Santista	230
SHIPS' SUPPLIES.		Tacidos A Pibairo S A	
Provedore Stores:		Tecidos A. Ribeiro S.A. Texidora, S.A.	
"El Proveedor," Montevideo	QTE	l'exidora, S.A	328
Oaklass & Washing	013	TOBACCO AND CIGARETT	ES.
Oakley & Watling Ships' Chandlers:	90	Cia, de Cigarros Souza Cruz	276
	000	Cotton, John Ltd	TOS
Baker, Carver & Morrell, Inc.	821	Players' Cigarettes	822
Burnyeat Dalzell & Nicholson		Rothmans I td	vluii
Ltd Color	xxvi		VIAIT
Fornecedora á Navios Colson		TOURIST CENTRES.	
Ltda Fornecedora de Navios Thornton	215	Emp. de Aguas de Sao Lourenco	288
Fornecedora de Navios I hornton			
Ltda	302	WOOLLEN GOODS.	
John Henderson (Curação) Co.,	. 1	Lanificio "F. Kowarick," S/A	334
Ltd.	67	Lyle & Scott	Ivii
John Henderson (Curacao) Co., Ltd. Luiz Camacho & Cia., Ltda	257	Lanificio "F. Kowarick," S/A Lyle & Scott Superior, Ltda. Texidora, S.A.	261
Massames Lisbôa Ltda	266	Texidora, S.A	328

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THE SOUTH WALES PORTS.

Geographically, the South Wales Ports at Cardiff, Swansea, Newport, Barry and Port Talbot are particularly well situated in relation to South America, and are naturally placed to serve not only South Wales, but the densely populated and highly industrialised Midlands of England.

864 acres of deep water, with 28 miles of fully equipped quayage are available at these Ports, and each dock is equipped with electrical and hydraulic quayside cranes and appliances for the handling of all types of bulk and general cargoes.

Floating cranes are provided with lifting capacities up to 100 tons.

Large transit sheds, equipped with electrical appliances such as belt conveyors, pilers, fork lift trucks, etc., for the rapid handling of goods in transit are a feature of the General Cargo Berths, and the General Cargo trade is of the widest possible description.

The South Wales Ports are famous for the shipment of Welsh Coal, and in the heyday of this trade over 40,000,000 tons of coal were shipped through these Ports

in one year.

CARDIFF.

Cardiff Docks extend to 165 acres of deep water and comprise the Queen Alexandra Dock, Roath Dock and Basin, East Dock and Basin, and West Dock and Basin.

Grain, Meat, Fruit and General Cargo are dealt with in large quantities, and in one year alone imports and exports of all commodities have totalled over 13

million tons.

Cardiff is one of the few Ports licensed for the importation of cattle and has large Cattle Lairs and Abbatoirs, etc., capable of accommodating some hundreds of head of store and fat-cattle, in addition to sheep and pigs at the same time. There is also a large Cold Store capable of accommodating 10,000 tons of Frozen Meat.

SWANSEA.

The Docks at Swansea are the King's Dock, Queen's Dock, Prince of Wales Dock, North Basin and South Dock and Basin, and have a total water area of 260 acres.

The Port's interests were originally chiefly connected with the Iron and Steel and the Coal Trades. Nowadays, however, Swansea is well to the fore among the

Country's General Cargo Ports.

A large Oil business, both import and export, is also dealt with through this Port in connection with the National Oil Refineries, who have large installations in the vicinity.

NEWPORT.

The Alexandra Docks at Newport have a total deep water area of 124\frac{2}{4} acres. The trade of the Port includes a large percentage of Iron and Steel Rails and Ironwork, Tinplates and General Merchandise exported, whilst the imports are made up of Iron Ore, Iron and Steel Billets and Bars, Timber and Deals, Pitwood and Mining Timber, Grain and Flour, and a considerable quantity of General Merchandise.

BARRY.

There are three docks at Barry, known as Docks Nos. 1, 2 and 3, with a total deep water area of 114 acres. These docks are famous for the huge quantity of Coal shipped in normal times. A substantial trade is also carried on with imports of Grain and Flour, Pitwood and Mining Timber, Whale Oil, Petroleum, and Timber and Deals, as well as exports of Cement and quantities of General Merchandise of all classes.

PORT TALBOT.

A few miles east of Swansea are the Port Talbot Docks, with a deep water area of 67 acres. They are responsible for large shipments of Coal in normal times, and also handlea very considerable traffic in imports of Iron Ore, semi-Manufactured Iron and Steel, Pitwood, Timber and Deals, and exports of manufactured Iron and Steel, Carbide, etc.

PENARTH DOCK AND HARBOUR.

Penarth Dock is 26½ acres in extent, and the Harbour 55 acres, making a total of 81½ acres of deep water. They are included in the Customs Port of Cardiff.



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THE PORT OF LONDON.

The Port of London and the great countries of South America are bound by ties of reciprocal trade through the ships of world-famous passenger and cargo liner companies maintaining regular services to and from London and all the main ports of South America.

In normal times all the staple exports of South America are among the commodities for which the Port of London specially

caters

SPHERE OF ACTIVITIES.

The present-day Port of London comprises 69 miles of the tidal River Thames, with a wide and deep navigable channel from the sea to the City, and five large dock systems having an aggregate area of over 2,000 acres, of which 712 acres are water area, with over 35 miles of deep water quayage for the discharge and loading of ocean-going vessels.

THE DOCKS.

Storage accommodation, bonded and free, is provided for every class of merchandise and spacious transit sheds are available to deal expeditiously with every variety of cargo.

Facilities for specialised cargoes are a feature of the Port of London. Berths have been established for the discharge and direct delivery of South American beef and for the expeditious handling of green fruit.

Extensive warehouses with a floor area of approximately 40 acres are set aside for wool, including specially lighted top floors reserved for "show" purposes.

Bulk grain is discharged by fixed pneumatic elevators on the

quayside or by floating elevators for overside delivery.

Mechanisation ensures efficient and expeditious service. In addition to electric quay cranes extensive use is made of mobile cranes, runabout and fork-lift trucks, weighing machines, etc. For heavy lifts the Port of London is equipped with a fleet of floating cranes with individual lifting capacity up to 150 tons. (London Mammoth).

The India and Millwall Docks, the Royal Victoria and Albert and King George V. Docks and the Tilbury Works are connected with the main lines of the British Railways and to meet the requirements of motor haulage there is direct access from the dock quays

to the trunk highways of the country.

The Port of London deals with one-sixth of the total tonnage of shipping entering and leaving the ports of the United Kingdom.

PASSENGER TRAFFIC.

Although London is primarily a commercial Port the most up-todate facilities are available for overseas passengers at the riverside Landing Stage at Tilbury. The largest liners using the port can be accommodated there at any state of the tide and special boat trains are run between Tilbury Riverside Station and the centre of London.

ADMINISTRATION.

The Port of London is administered by the Port of London Authority, a non-profit making Public Trust established by Act of Parliament in 1908.

INDEX

A

Abaca, 515, 592, 649. Acajutla, 710. Acapulco, 602. Aconcagua, 142. Aguadulce, 645. Aguascalientes, 603. Ahuachapán, 710. Air Section, 806. Alajuela, 512. Albina, 540. Alcohol, 71, 168, 171, 516, 529, 558, 715. Alfalfa, 89, 164, 619, 707. Almirante, 646. Alpaca, 195, 697. Alta Gracia, 137. Alto da Serra, 303. Amapala, 586. Amatitlan, 574. Amazon River, 184, 365, 691. Ambato, 553 Amecameca, 602, 603. Amcéanicea, 602, 603. Ancón (Panamá), 642. Ancón (Peru), 680. Ancud, 468. Andacollo, 441. Antigua (Guatemala), 575. Antilla, 524. Antimony, 194, 592, 622. Antofagasta, 139, 437. Antonina, 347. Aracaju, 359. Arani, 191. Araxá, 291, 333. Aregua, 665. Arequipa, 680.

Argentina, 77-179. Bahia Blanca, 131. British in, 93. Buenos Aires, 103. Cattle, 165. Chaco, 144. Communications, 99. Córdoba, Sierras of, 136. Economy, 64. Embassies and Consulates, 178. Employment, 97. Forests, 168. Fruit, 168. Government, 99. Grains, 165. Iguazú Falls, 154. Immigration, 89. Industrial Development, 171. Lake District, 161.

ARGENTINA—cont.
Mar del Plata, 127.
Mendoza and Andine Towns, 140. Mesopotamia and Misiones, 147. Minerals, 169. North-West, the, 133. Pampas, Cities of, 101. Paraná River, up the, 133. Patagonia, 157. People of, 95. Petroleum, 169. Pleasure Resorts, 178. Political Division, 97. Provinces and Territories, 81. Rosario, 150. Settlement of, 79. Sheep, 166. Trade, 173. Transandine Railway, 140, 141. Tucumán, 138. Uruguay River, up the, 155. Visitors, Information for, 173. Wool, 166. Arica, 435. Armenia, 490. Arsenic, 622, 700. Aruba, 69. Ascochinga, 137. Ascope, 682. Asphalt, 73, 763. Asunción, 664. Atitlán Lake, 573, 584. Atlantida, 735. Aux Cayes, 65. Avellaneda, 121. Ayacucho (Peru), 682. Ayutla, 575. Azores, 54. Azul, 129.

В

Babahoyo, 550.
Babassu, 374.
Baggage, Care of, 24.
Bahamas, 56.
Bahia, 353.
Bahia Blanca, 131.
Bahia blanca, 131.
Bahia de Caraquez, 550.
Balatá Gum, 401, 502, 541, 570, 649, 695, 698, 763.
Balboa, 642.
Balcarce, 127.
Balneario Jahuel, 448.
Banana Growing, 62, 64, 375, 415, 500, 515, 558, 580, 591, 619, 648, 667, 715.
Banos de Jahuel, 448.
BANKING, 803.

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Baños, 553.
Baranco (B. Honduras), 410.
Barbacena, 283.
Barbados, 69.
Barcelona (Venezuela), 759.
Bariloche, San Carlos de, 162.
Barinas, 759.
Barquisimeto, 758.
Barranca Bermeja, 490.
Barranco (Peru), 680.
Barranquilla, 487.
Bartica, 400.
Batabano, 524.
Bauxite, 62, 402, 541.
Bayamo, 524.
Belem (or Pará), 365.
Belm (Portugal), 49.
Belgrano (Buenos Aires), 121.
Belize, 409.
Bella Union, 738.
Bell Ville, 135.
Belo Horizonte, 283.
Beltrán, 491.
Benque Viejo, 410.
Bermuda Islands, 55.
Bismuth, 622, 700.
Blumenau, 347.
Bluefields, 629.
Bôa Viagem, 361.
Bôa Vista, 359.
Bocas del Toro, 646.
Bogotá, 488.

BOLIVIA, 181-201.
Agriculture, 194.
Communications, 186.
Cost of Living, 200.
Currency, 200.
Description of, 181.
Economy, 193.
Embassies and Consulates, 201.
Exports and Imports, 196.
Fur Trade, 195.
Government, 189.
History, 187.
Industrial development, 196.
Livestock, 195.
Minerals, 193.
People of, 186.
Railways, 197.
Timber, 195.
Tin, 193.
Towns, 189.
Visitors, information for, 196.
Bonacca, 588.
Bragman's Bluff, 630.

Brazil., 203-394.
Amazon River, 365.
Cacao, 372.
Climate, 209.
Coffee, 369.
Communications, 223.
Cost of Living, 390.
Cotton, 372.
Currency, 391.
Description of, 205.
Economy, 370.
Exports and Imports, 382.

BRAZIL—cont.
Fishing, 378.
Food and Drink, 393.
Foreign Debt, 382.
Government, 227.
Health, 390.
Hides and Skins, 375.
History, 231.
Immigration, 217.
Industries, 380.
Livestock, 375.
Maps, 239, 241, 329.
Minas Gerais, 281.
Minerals, 379.
North Brazil, 366.
North-East, 349.
Population, 221.
Press, 392.
Rio de Janeiro, 237.
Rubber, 371.
Sao Paulo State, 293.
Settlement, 211.
Southern Brazil, 337.
Spas, 289.
Steel, 380.
Sugar, 372.
Timber, 373.
Vegetable Oils, 377.
Visitors, information for, 383.
Weights and Measures, 391.
Bridgetown (Barbados), 69.
British Capital in South America, 28.

BRITISH GUIANA, 395-408. Administration, 398. Agricultural Resources, 400. Bauxite, 402. Colonial History, 397. Commercial Travelling, 405. Communications, 396. Cost of Living, 405. Costumes, Native, 396. Currency, 406. Diamond Production, 402. Exports and Imports, 403. Fruit Growing, 401. Gold Production, 403. Industrial Development, 403. Kaieteur Falls, 407. Livestock, 401. Mineral Resources, 402. North-west District, 396. Physical Features, 395. Population, 396. Postal Information, 406. Press, 406. Public Holidays, 407. Railways, 396. River Transport, 397. Road System, 397. Sugar, 400. Timber, 401.

BRITISH HONDURAS, 409-417. Agricultural Products, 414. Bananas, 415. Calendar of Events, 413. Colonial History, 412. Communications, 409, 416.



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BRITISH HONDURAS-cont. Cost of Living, 417. Currency, 417 Exports and Imports, 416. Fauna, 412. Forests, 413. Forest Products, 411. Fruits, 415. Internal Transport, 416. Livestock, 416. Mayan Remains, 412. Natural Beauties, 412. Physical Features, 411. Population, 412. Postal Information, 417. Press, 417. Public Holidays, 417. Weights and Measures, 417. Bucaramanga, 491. Buceo, 733. Budi, Lake, 461. Buenaventura, 488. BUENOS AIRES, 103. Buga, 491. C Caäcupé, 665. Cabedelo, 361. Cable Facilities, 802. 763.

Cacao, 62, 64, 73, 95, 378, 415, 501, 515, 530, 557, 581, 620, 633, 648, 696, Cacheuta, 141, 142. Cajabamba, 552. Cajamarca, 682. Calama, 438. Calamar, 491. Calceta, 550. Caldera, 439. Cali, 491. Callao, 673. Camagüey, 524. Cambaó, 490. Cambuquira, 291. Campeche, 603. Campinas, 383. Campos, 277. Cananea, 603. Canelones, 734. Cap Haitien 65. Cape Verde Islands, 54. Capilla del Monte, 137. Capurro, 731. Caracas, 752. Carahue, 461. Cardenas, 524. Carhué, 131. Carmelo, 736. Carmen de Patagones, 160. Carnuaba Wax, 371. Carrasco, 733. Cartagena (Colombia), 485. Cartagena (Chile), 453. Cartago (Colombia), 491. Cartago (Costa Rica), 512.

Carúpano, 761. Casa Pangue, 467. Casein, 166. Cassava (Mandioca), 374, 401, 581. Castor Oil, 64, 530, 696. Castro, 468. Catamarca, 144. Cauquenes, 455. Caxambú, 291. Cayenne, (F. Guiana) 570. Ceará (or Fortaleza), 461. Celaya, 603. Cement, 71, 176, 196, 381, 476, 531, 560, 668, 701, 716, 764. Cerro de Pasco, 683. Chala, 683. Chalchuapa, 710. Chambers of Commerce, 62, 115, 150, 269, 319, 453, 522, 600, 679, 734. Champerico, 575. Chan-Chan Ruins, 690. Chañaral, 439. Chapala Lake, 606. Chascomús, 125.

Chichicastenango, 577-Chiclayo, 683.

Chihuahua, 604.

Chicle Gum, 581, 620, 763.

CHILE, 419-483. Agriculture, 470. Antofagasta, 437. Antofagasta-Buenos Aires, 438. Archipelagic Chile, 468. Central Valley, 454. Chilean Food, 481. Chilean Patagonia, 469. Constitution, 433. Copiapo to Illapel, 439. Copper, 474. Cost of Living, 480. Economy, 470. Economic problems, 429. Embassies and Consulates, 483. Forest Chile, 459. Government, 433. Heartland, 443. History of, 423. Industrial development, 476. Lake District, map, 460. Minerals, 473. National Trade, 477. Northern Chile, 434. People of, 425. Postal Information, 481. Railways, 431. Roads, 433. Santiago, Street Map, 450. Santiago to Buenos Aires, 466. Social Insurance, 434. Steel Plant, 474. Talca-Temuco, Map, 456. Visitors, Information for, 477. Chillán, 455. Chiloé, Archipelago, 468. Chimboté, 683. Chinandega, 630.

Chincha, Alta, 684. Chinchilla, 195.



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Chiquinquira, 492.
Choluteca, 587.
Chone, 550.
Chorillos, 680.
Chrorillos, 680.
Chromium, 379, 531, 582.
Chuquicamata, 438.
Ciego de Avila, 525.
Ciennaga, 492.
Cienfuegos, 525.
Cinco Saltos, 163.
Ciudad Bolivar, 760.
Ciudad Eva Perón, 125.
Ciudad Juarez, 604.
Ciudad Trujillo, 62.

CLOTHES AND CLIMATE, 20.
Coal Mining, 170, 379, 475, 503, 559, 623, 700, 763.
Coatepeque, 575.
Coatzacoalcos, 604.
Coban, 576.
Coca (Cocaine), 195, 695.
Cochabamba, 191.
Cocoa, see Cacao.
Coconuts, 58, 71, 374, 401, 415, 502, 581, 592, 620, 648, 715, 763.
Coffee Growing, 62, 64, 73, 195, 371, 499, 518, 529, 558, 580, 591, 618, 633, 648, 696, 714, 763.
Cojutepeque, 710.
Colima, 605.

COLOMBIA, 485-509. Agricultural Products, 499. Air Services, 485, 505. Bananas, 500. Calendar of Events, 509. Coffee, 499. Currency, 507. Embassy & Consulates, 509. Emeralds, 503. Foreign Capital, 505. Government, 498. Imports and Exports, 505. Industrial Development, 504. Inland Transport, 505. Lands and Forests, 502. Livestock, 501. Map—Rail and River Routes, 486. Mineral Resources, 502.

Panamá Hats, 505.

Passengers, Information for, 508.

Pearl Fishing, 502.

Patraleur, 502. Petroleum, 502. Physical Features, 496. Population, 498. Postal Information, 507. Presidents and Ministry, 499. Press, 507. Public Debt. 505. Public Holidays, 507. Railways and Roads, 506. Routes to Bogotá, 490. Weights and Measures, 507. Colón (Argentina), 156.

Colón (Panamá), 640. Colonia, 736. Colonia Suiza, 736. Comayagua, 587.

Commercial Travellers, Information for. See Headings by Countries. Comodoro, Rivadavia 159. Concepción (Chile), 455. Concepción (Paraguay), 666. Concepción del Uruguay, 156. Concon, 446. Concordia, 156. Congonhas do Campo, 289. Constitución, 455. Copacabana, 190, 273. Copiapó, 439. Copper Mining, 194, 474, 503, 530, 559, 592, 622, 699, 716, 763. Coquimbo, 441. Corcovado, 237, 271. Córdoba (Argentina), 136. Córdoba (Mexico), 605. Corinto, 629. Corocoro, 183, 191. Coroico, 191. Coronel, 458. Colonel Pringles, 129. Corozal, 410. Corral, 463. Corrientes, 152. Corumbá, 370. Coruña (Spain), 43. Cosquin, 137.

Costa Rica, 510-519.
Agricultural Products, 514. Air Services, 510. Banana Growing, 515. Calendar of Events, 519. Coffee, 515. Commercial Travelling, 518. Currency, 517 Exports and Imports, 516. Government, 514. Industrial Development, 516. Legations and Consulates, 519. Minerals, 516. Passengers, Information for, 518. Physical Features, 513. Population, 513. Postal Information, 517. President and Ministry, 514. Press, 518. Public Debt, 517. Public Holidays, 518. Railways and Roads, 516. Timber, 515. Weights and Measures, 517. Cotton Growing, 64, 69, 70, 167, 195, 372, 500, 558, 581, 592, 617, 633, 649, 667, 694, 715, 763. Coyoacan, 602. Cristóbal (Panamá), 639. Cruz Chica, 137. Cruz Grande, 440.

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CUBA, 521-534.
Agricultural Products, 528. Air Services, 521. Calendar of Events, 534. Commercial Travelling, 533. Currency, 532. Exports and Imports, 532. Fruit Growing, 529. Government, 528. Industrial Development, 531. Legation and Consulates, 534. Livestock, 530. Mineral Resources, 530. Physical Features, 526. Population, 527. Postal Information, 533. Presidents and Ministry, 528. Press, 532. Public Holidays, 533. Roads and Railways, 532. Sugar Growing, 528. Timber, 530. Tobacco, 528. Weights and Measures, 532. Cubé, 698. Cucuta, 492. Cuenca, 556. Cuernavaca, 605. Cumaná, 761. Curação, 65. Curanilahue, 458. Curicó, 454. Curitiba, 349. Cuiabá, 370. Cuzco, 681, 707.

D

Dairying, 166, 375, 530, 621.
Danli, 587.
David (Panamá), 646.
Daule, 550.
Desierto de los Liones, 602.
Diamantina, 289.
Diamonds, 379, 402, 762.
Dichato, 458.
Distance Table, 39.
Dividivi, 67, 501.
Dolores (Arg.), 125.
Dolores, 737.
Dominican Republic, 62.
Duran, 551.
Durango, 605.

DUTCH GUIANA, 535-542.

E

East Falklands, 565.

Ecuador, 543-564.
Agriculture, 557.
Cacao, 557.
Cost of Living, 562.
Currency, 563.
Description of, 543.

ECUADOR-cont. Economy, 557. Embassies and Consulates, 564. Exports and Imports, 560. Galapagos Islands, 557. Government, 548. Guayaquil to Quito, 551. History, 547. Industrial Development, 560. Minerals, 558. Petroleum, 558. Population, 546. Postal Information, 563. Presidents and Ministry, 548. Press, 564. Public Holidays, 563. Towns, 549. Visitors, Information for, 560. Weights and Measures, 563. El Alto, 190. El Banco, 492. El Bolson, 162. El Boison, 162.
El Cayo, 410.
Eldorado, 155.
El Tigre, 760.
El Tofo, 440.
El Volcán, 453.
Empedrado, 152.
Employment in South America, 26.
Fractración, 666. Encarnación, 666 Ensenada, 465, 466, 467. Epecuén Lake, 131. Escuintla, 576. Esmeraldas, 550. Esquel, 162. Estoril (Portugal), 50. Eten, 684. Eva Perón (La Plata), 125.

F

Facatavia, 492.
FALKLAND ISLANDS, 565-568.
Fernando Noronha, 55.
Fibres, 71, 168, 374, 501, 530, 620.
Fishing, 378, 416, 473, 621, 697, 740.
Flores (Guatemala), 121.
Flores (Guatemala), 576.
Florianopolis, 347.
Formosa, 152.
Fortaleza (Ceará), 363.
Foz do Iguassú, 154, 327.
Fray Bentos, 737.
FRENCH GUIANA, 569-571.
Frigorificos, see Meat Trade.
Fruit Growing, 168, 377, 401, 472, 529, 619, 668, 695, 715.
Funchal, 50.
Furs, 195.
Fusagasugá, 490.

G

Galapagos Islands, 557. Gatun Lake, 654. Georgetown, 398. Girardot, 492.







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GLOSSARY, SPANISH AND PORTUGUESE TERMS, 29-36. Gold Mining, 169, 174, 379, 403, 475, 503, 516, 531, 541, 559, 571, 582, 592, 622, 633, 649, 669, 716, 762. Governador Island, 277. Goya, 152. Goiania, 367. Grain, 62, 165, 376, 471, 501, 581, 618, 695, 715, 740, 763. Granada, 630. Grape-fruit, 71, 73, 169, 415, 529, 619, Greytown, 630. Guadalajara, 605. Guadalupe Hidalgo, 602. Guaira Falls, 325, 672. Gualeguay, 150. Gualeguaychu, 156. Guamini, 131. Guamote, 552. Guanaco, 697. Guanare, 759. Guanajuato, 606. Guano (Ecuador), 553. Guano, 706. Guantanamo, 525. Guaqui, 190. Guarani Ruins, 153.

GUATEMALA, 572-585. Agriculture, 580. Air Services, 572. Banana Growing, 580. Calendar of Events, 585. Chicle Gum, 581. Coffee Growing, 580. Commercial Travelling, 584. Communications, 572, 582. Currency, 583. Exports and Imports, 582. Government, 579. Legations and Consulates, 585. Manufactures, 582. Mineral Resources, 582. Passengers, Information for, 583. Physical Features, 578. Population, 579. Postal Information, 584. Presidents and Ministry, 579. Press, 584. Public Debt, 582. Public Holidays, 584. Railways, 582. Roads and Waterways, 582. Touring, 584. Weights and Measures, 583. Guatemala City, 572. Guayaquil, 549. Guaymas, 606.

Guaruja, 305.

H

Haiti, 64. Hamilton (Bermuda), 55. Havana, 521. Health and Hygiene, 20. Henequen, 56, 64, 516, 530, 620, 715. Heredia, 513. Hermosillo, 606. Herve Matté, see Yerba Maté. Hides and Skins, 62, 67, 167, 375, 401, 471, 501, 581, 592, 621, 668, 697, 739, 763. Hispaniola, 62. Honda, 493.

HONDURAS, 586-595. Agricultural Resources, 591. -Air Services, 586. Bananas, 591. Calendar of Events, 595. Commercial Travelling, 595. Currency, 593. Exports and Imports, 592. Government, 590. Legations and Consulates, 594. Mineral Resources, 592.
Passengers, Information for, 594. Physical Features, 589. Population, 590. Postal Information, 594. Presidents and Ministry, 591. Press, 594. Public Debt, 593. Public Holidays, 594. Railways and Roads, 593. Timber, 591. Weights and Measures, 593. Honey, 166, 516, 530, 581, 620, 715. Horsehair, 167. Huacho, 684. Huancavelica, 684. Huancayo, 684. Huanuco, 684. Huaráz, 684. Huasco, 440. Huehuetenango, 576. Hurlingham (Buenos Aires), 121.

I

Ibagué, 493. Ibarra, 556. Ibicuy, 150. Ica, 685. Iguazu Falls, 154, 325. Ilhéus, 355. Illampu, Mt., 190. Illapel, 441. Illimani, Mt., 190. Ilo, 685. Ilobasco, 710. Immigration, 89, 177, 562. Indian Tribes, 187, 514, 693. Indigo, 620, 715. Insurance, 773. Interlagos, 325. Iodine, 473. Iquique, 436. Iquitos, 685. Iron Production, 380, 531, 592, 623, 668, 700, 762. Irrigated Lands, 621, 696. Islas de la Bahia, 588. Islas Malvinas, 566. Isle of Pines, 523, 527. Itajai, 347. Ixtle, 620.

I

Jacmel, 65.
Jalapa (Guatemala), 576.
Jalapa (Mexico), 606.
Jamaica (W.I.), 58.
Jesus (Paraguay), 667. Jesus (Peru), 681. Jesus Maria, 137. Jinotega, 630. Jipijapa, 550. João Pessóa, 368. oinville, 349. Juan Fernandez, Is', Juan Lacaze, 736. Juiz de Fora, 283. Jujuy, 139 Juliaca, 685, 708. Jundiai, 327. Junin (Arg.), 140. Junin de los Andes, 462. Juticalpa, 588.

K

Kaieteur Falls, 407. Kingston (Jamaica), 60.

L

La Asuncion, 762. La Ceiba, 586. La Coruña, 43. La Cumbre, 137.

La Dorada, 493. La Falda, 137.

La Floresta, 735.

La Guaira, 755.

La Herradura, 680. La Libertad (Salvador), 711.

La Paloma, 736.

La Paz (Bolivia), 189.

La Paz (Honduras), 588.

La Punta, 680. La Quiaca, 139.

La Rioja, 144.

La Serena, 440. La Unión, 711. La Viga, 602.

Laguna, 347. Laguna Verde, 446.

Lambari, 291. Laraquete, 458.

Las Palmas, 51. Las Piedras, 734.

Las Salinas, 446. Las Toscas, 735.

Latacunga, 554. Lead, 169, 194, 475, 504, 559, 582, 622, 699, 763.

Lebu, 458.

Leixões (Portugal), 45. León (Mexico), 607.

León (Nicaragua), 630.

Lima, 675. Limache, 448.

Limeira, 331. Limón, 510.

Lin res, 455. Lisbon (Portugal), 47.

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M

Maceió, 359.
Machala, 550.
Machachi, 554.
Macuto, 755.
Madeira, 50.
Magangue, 493.
Magdalena, 680.
Magdalena, 680.
Magdalena, 640.
Maipo, 454.
Maldonado, 735.
Malvin, 733.
Managua, 629.
Manaus, 369.
Mandeville, 60.
Mandioca (see Cassava).
Manganese, 389, 475, 516, 531, 559, 582, 592, 622, 700.
Mangrove, 414.
Manizales, 493.
Manta, 550.
Manzanillo (Cuba), 525.
Manzanillo (Mexico), 607.

MAPS AND PLANS: Argentina-Provinces and Territories, 81. Buenos Aires, 104. Argentina, North-West, 132. Bolivian Railway System and the Routes from the Coast, 184. Brazil, Principal Railways, 239. Chilean Heartland, 442. Chilean Lake District, 460. Chilean Railways, 432. Colombian Rail and River Routes, 486 Ecuador, 544. Mesopotamia and Misiones, 148. Panamá Canal, 656. Paraguay, 661. Peruvian Railway System, 677. Rio-Petropolis Highway, 241. Santiago Town Plan, 450. São Paulo Area-Railway, 329. South and Central America. Coloured Frontispiece. Talca to Temuco, 456. Uruguay, 730.

Venezuela, 747.

Maracaibo, 755.

Maracaibo Lake, 749. Maracay, 757. Maranhão or São Luiz, 364. Mar Chiquita, 147. Mar del Plata, 127. Marble, 582, 700, 741. Margarita Island, 762. Mariana, 287. Mariana, 523.

MARITIME DISTANCES.
From New York, 39.
From Panamá, 39.
From Southampton, 39.
Masāya, 631.
Matagalpa, 631.
Matagalpa, 631.
Matagaras, 523, 525.
Maturin, 760.
Mazatenango, 577.
Mazatlan, 607.
Meat from South America, 768.
Mea. Trade, 62, 166, 375, 471, 697, 738, 768.
Medellin, 493.
Mejillones, 438.
Mendoza, 141.
Mercédes (de B.A.), 140.
Mercédes (de B.A.), 140.
Mercédes (Uruguay), 737.
Mercury, 622, 716, 763.
Mérida (Mexico), 668.
Mérida (Venezuela), 758.
Mesopotamia (Arg.), 147.
Metric Equivalents, 18.

MEXICO, 597-628. Agriculture, 617. Coffee, 618. Commercial Travelling, 628. Cotton, 617. Currency, 625. Embassy and Consulates, 628. Exports and Imports, 625. Fruit Growing, 619. Government, 617. Industrial Development, 623. Iron, Steel, 623. Irrigated Lands, 621. Land Tenure, 621. Livestock, 620. Mineral Resources, 621. Passengers, Information for, 626. Petroleum, 622. Physical Features, 616. Population, 617.
Postal Information, 625.
President and Ministry, 617. Press, 625. Public Debt, 625. Public Holidays, 625. Silver, 622. Social Insurance, 624. Tours in Mexico, 627. Weights and Measures, 625. Mexico City, 597. Mica, 582. Milagro, 551. Mina Clavero, 137. Minas, 738. Minatitlan, 608.

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Mineral Waters, 71, 171, 291.
Miraflores (Panamá), 654.
Miraflores (Peru), 680.
Miramar, 127, 147.
Misiones, 147.
Miscoac, 602.
Moengo, 540.
Mollendo, 686.
Molybdenum, 377, 474, 700.
Mompos, 494.
Monclova, 608.
Monte Alegre, 367.
Monte Caseros, 156.
Montecristi, 550.
Montego Bay, 60.
Montery, 608.
Monte-Serrat, 305.
Monte-Serrat, 305.
Montevideo, 727.
Moquegua, 686.
Morawhanna, 400.
Morelia, 609.

N

Nahuel Huapi Lake, 161, 162. Nassau, 57. Natal, 361. Necochea, 127. Neiva, 494. Neuquen, 163. New Amsterdam, 400. New Nickerie, 539.

NICARAGUA, 629-637. Administration, 632. Agriculture, 632. Commercial Travelling, 637. Cost of Living, 637. Currency, 635. Exports and Imports, 634. Government, 632. Industrial Development, 634. Legations and Consulates, 637. Physical Features, 631. Population, 632. Postal Information, 635. Presidents and Ministry, 632. Press, 636. Public Debt, 634. Public Holidays, 636. Transport, 634. Travellers, Hints for, 636. Weights and Measures, 635. Nickel, 169, 379. Niteroi, 275. Nieuw Nickerie, 539. Nitrate Production, 473. Nogales, 609. Nova Lima, 285. Novo Friburgo, 275. Nueva Gerona, 525. Nueva Palmira, 737. Nuevitas, 526. Neuvo Laredo, 609.

0

Oaxaca, 610. Obidos, 367. Ocaña, 494.
Ocho Rios, 6o.
Oil, see Petroleum.
Olinda, 361.
Olivos, 121.
On THE WAY TO SOUTH AMERICA
Ports of Call, 39-75.
Oporto (Portugal), 45.
Oranges, 54, 67, 71, 169, 377, 619, 667,
695, 740.
Orange Walk, 410.
Organ Mountains, 237.
Orizaba, 610.
Oroya, 686.
Oruro, 191.
Osorno, 464, 466.
Otavalo, 556.
Ouro Preto, 287.
Ovalle, 439.

P

Pacasmayo, 686. Pachácamac, 680. Pachuca, 670. Paipote, 439. Paita, 687. Palmirá, 494. Pampatar, 762. Pamplona, 494. Panamá City, 643.

PANAMÁ, 639-657. Administration, 647. Agriculture, 648. Banana Growing, 648. Canal, 654. Coconut Planting, 648. Commercial Travelling, 653. Currency, 652. Economy, 650. Exports, 650. Industrial Development, 651. Legations and Consulates, 653. Livestock, 649. Mining, 649.
Passengers, Information for, 653. Physical Features, 646. Population, 647. Postal Information, 652. Presidents and Ministry, 647. Press, 653.
Public Holidays, 653.
Roads and Railways, 651, 657.
Routes to Panamá, 639. Weights and Measures, 652. Pando, 735. Pão de Açucar, 237, 273. Papudo, 447. Paquetá, 277. Pará (or Belem), 365. Parador Tajes, 735. Paraguaná Peninsula, 756. Paraguari, 666.

Paraguay, 659-672.
Agriculture, 667.
Communications, 660.
Cotton, 667.



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Paraguay—cont.
Currency, 670.
Description of, 659.
Economy, 667.
Embassies and Consulates, 672.
Exports and Imports, 668.
Government, 663.
History, 662.
Map of, 661.
Mineral Resources, 668.
People of, 663.
Postal Information, 670.
President and Ministry, 663.
Quebracho, 667.
Timber, 667.
Towns of, 664.
Travel in, 671.
Visitors, Information for, 669.
Yerba Maté, 667.
Paraguay River, 659.
Paramaribo, 539.
Parana, 751.
Parana, 751.
Parana, 1751.
Parana River, 149.

Passengers, Information for.
See Headings by Countries.
Pasto, 495.
Patagones, Carmen de, 160.
Patagonia, (Argentina) 157.
Patagonia (Chilean), 468.
Patzcuaro, 611.
Paulo Afonso Falls, 359.
Paysandu, 737.
Pearl Fisheries, 502.
Pearl Islands, 646.
Pelotas, 341.
Penco, 457.
Pereira, 495.

Pergamino, 135. Pernambuco, 359.

Paso de los Libres, 156.

Paranguá, 347.

Paranam, 540.

Parnaiba, 363. Parral, 455. Parral (Mexico), 610.

Peru, 673-708.

Agriculture, 694.
Air Services, 673.
Calendar of Events, 692.
Colonization, 691.
Commercial Travelling, 703.
Copper Production, 699.
Cost of Living, 703.
Cotton Growing, 694.
Curco, Journey to, 707.
Embassy and Consulates, 708.
Exports and Imports, 702.
Government, 693.
Industrial Development, 700.
Irrigated Lands, 696.
Livestock, 696.
Map, 677.
Mineral Resources, 698.

PERU-cont. National Debt, 702. Passengers, Information for, 702. Petroleum, 698. Physical Features, 690. Population, 692. Posts and Telegraphs, 704. Presidents and Ministry, 693. Press, 704. Public Holidays, 705. Rail Routes, 705. Roads, 706. Sugar Growing, 694. Timber, 697. Weights and Measures, 704. Peruvian Balsam, 715. Petit-grain, 667. Petroleum in Latin-America, 771. Petroleum, 67, 69, 73, 169, 174, 379, 475, 502, 531, 558, 622, 698, 762. Petropolis, 275. Peulla, 467. Piedras Negras, 611. Pilar, 666. Pimentel, 687. Pimento, 620. Pinar del Rio, 526. Piriápolis, 735. Pisco, 687. Piura, 687. Platinum, 503. Plaza Huincul, 163. Pocitos, 731. Pocos de Caldas, 291. Ponce, 72. Ponta Delgada, 55. Ponta Grossa, 349. Poópo Lake, 183. Popayán, 495. Porlamar, 762. Port Antonio, 60. Port-au-Prince, 64. Port of Spain (Trinidad), 73. Port Royal, 60. Portillo, 143, 449. Porto Alegre, 343. Portobelo, 642. Porto Mendez, 325. Porto Velho, 369. Portoviejo, 550. Porvenir, 469. Posadas, 153. Potatoes, 54, 468, 567, 570, 619, 763. Potosi, 192. Potrerillos, 141. Poultry, 62, 166, 416, 621. Progreso, 611. Pucon, 462. Puebla, 611. Puente del Inca, 142. Puerto Alegre, 467. Puerto Armuelles, 646. Puerto Ayacucho, 761. Puerto Ayson, 468. Puerto Barrios, 574. Puerto Berrio, 495.

Puerto Blest, 467.

Puerto Bolívar, 550.
Puerto Cabello, 756.
Puerto Cabello, 756.
Puerto Cabello, 756.
Puerto Castillo, 588.
Puerto Cortés, 588.
Puerto Cortés, 588.
Puerto Deseado, 159.
Puerto Dominguez, 461.
Puerto Eva Peron, 154.
Puerto Frias, 467.
Puerto Madryn, 160.
Puerto Madryn, 160.
Puerto Madryn, 160.
Puerto Natales, 469.
Puerto Sayedra, 461.
Puerto Salgar, 490.
Puerto Salgar, 490.
Puerto Wilches, 496.
Puerto Wilches, 496.
Puerto Wilches, 496.
Puna, 183.
Puno, 190, 688.
Punta Arenas, 469.

O

Quebracho, 168, 667. Quequén, 129. Querétaro, 612. Quertzaltenango, 577. Quiché, 577. Quilca, 688. Quillaia Bark, 473, 698. Quillacoll, 191. Quillota, 448. Quinne, 195, 698. Quintero, 447. Quiriguá, 577. Quito, 554.

Punta del Este, 735. Punta Gorda, 410. Puntarenas (Costa Rica), 512.

R

Ramirez, 731.

Rancagua, 454.

Rancalgah, 123.

Rawson, 160.

Recife, (Pernambuco) 359.

Resistencia, 152.

Retalhuleu, 577.

Ribeirão Preto, 333.

Rice, 167, 195, 376, 416, 501, 514, 530, 558, 581, 592, 629, 634, 649, 667, 695, 715, 763.

Rio Blanco, 448.

Rio Cuarto, 136.

Rio de Janeiro, 237.

Rio Gallegos, 159, 470.

Rio Grande, 341.

Rio Hacha, 496.

Rio Hondo, 146.

Rio Mulatos, 192.

Riobamba, 552.

River Plate, 101.
Rivers, 738.
Roatan, 588.
Robinson Crusoe Island, 447.
Rocha, 736.
Rock Crystal, 379.
Rosario (Arg.), 150.
Rosario (Uruguay), 736.
Rosario de la Frontera, 138.
Rubber, 175, 373, 401, 500, 515, 592, 634, 698.
Rum, 62, 69, 70, 71, 73, 400, 415, 570.
Rumichaca, 556.

S

Sabará, 285.
St. George's Cay, 410.
St. Laurent de Maroni, 570.
St. Paul's Rocks, 55.
St. Vincent, 54.
Salaverry, 688.
Salina Cruz, 612.
Salinas, 365.
Salinas (Ecuador), 550.
Salt, 67, 170, 504, 531.
Salta, 138.
Saltillo, 612.
Salto (Uruguay), 737.
Salvador, 353.

SALVADOR EL, 709-719. Agriculture, 714. Air Services, 709. Calendar of Events, 714. Coffee, 714. Commercial Travelling, 719. Currency, 717. Exports and Imports, 716. Government, 713. Legation and Consulates, 719. Passengers, Information for, 718. Peruvian Balsam, 715. Physical Features, 712. Population, 713. Postal Information, 718. President and Ministry, 714. Press, 718. Public Debt, 716. Public Holidays, 718. Railways and Roads, 717. Weights and Measures, 717. San Angel, 602. San Antonio (Chile), 453. San Antonio (Venezuela), 759. San Bernardino, 665. San Blas Islands, 642. San Carlos de Bariloche, 162, 467. San Cristobal, 759. San Diego de los Baños, 526. San Félipe (Chile), 448. San Félipe (Venezuela), 757. San Fernando (Chile), 454. San Fernando de Apure, 761. San Gerónimo, 612 San Ignacio Mini (Arg.), 153. San Ignacio (B. Honduras), 410. San Isidro (Buenos Aires), 123. San José (Costa Rica), 511. San José (Guatemala), 574. San José (Uruguay), 738.

San José de Maipó, 453. San Juan (Argentina), 144. San Juan (Puerto), 71. San Juan del Norte, 630. San Juan del Sur, 631. San Juancito, 588. San Lorenzo, 588. San Luis, 140. San Luis Potosi, 612. San Marcos, 577.
San Miguel, 711.
San Nicolás, 150.
San Pedro Sula, 589.
San Rafael, 140.
San Rafael (Uruguay), 735. San Salvador, 709. San Vicente (Salvador), 712. Sancti Spiritus, 526. Santa Ana (Salvador), 711. Santa Barbara, 589. Santa Clara, 526. Santa Cruz, 159. Santa Cruz de la Sierra, 193, 368. Santa Cruz (Teneriffe), 54. Santa Fe, 151. Santa Marta, 496. Santa Rosa (El Salvador), 712. Santa Rosa de Copán, 589. Santa Rosalia, 613. Santa Rosalia, 613.
Santa Tecla, 711.
Santander (Spain), 41.
Santanem, 367.
Santiago de Chile, 449.
Santiago de Cubá, 523.
Santiago del Estero, 146.
Santiago (Panamá), 646.
Santiago Vazquez, 735. Santo Domingo, 62. Santo Domingo (Chile), 454. Santos, 297. São Carlos do Pinhal, 331. São Francisco do Sul, 347. São Lourenco, 289. São Luiz de Maranhão, 366. São Paulo, 307. Sarsaparilla, 501, 592, 620, 649. Sayago, 734. Sealing, 568. Seasons for Visits to South America, 12. Sesame, 516, 620, 634, 715, 763. Sete Quedas Falls, 325, 672. Sibambe, 552. Sicuani, 688. Sierras of Côrdoba, 136. Silver Mining, 169, 194, 475, 503, 516, 559, 582, 592, 622, 633, 716. Sintra (Portugal), 49. Sisal, see Henequen. Socosani, 681. Soledad, 760. Solis, 735. Sololá, 577, 585. Sonsonate, 712. Sorata, 191. Sorocaba, 335.

SOUTH AND CENTRAL AMERICA, MEXICO AND CUBA, 1-36. Air Mail, 28. Baggage, Care of, 24. Capital in, 28.

SOUTH AND CENTRAL AMERICA. MEXICO AND CUBA-cont. Climate, 4. Clothing, 20. Distribution of Trade, 24. Employment in South America, 26. Glossary—Spanish and Portuguese Terms, 29. History, 4. Hygiene and Health, 20. Physiographical Features, I. Seasons for Visits, 12. Travel in South America, 15. Weights and Measures, 18. South Georgia, 568. South Orkneys, 568. South Sandwich Island, 568. South Shetlands 568. Sponges, 56, 58, 530. Springlands, 400. Stanley, 565. Stann Creek, 410. STEAMSHIP SERVICES, 783. Steel, 170, 380, 474, 504, 623, 699.

Stere, 193.
Suere, 192.
Sugar Growing, 54, 58, 62, 64, 69, 70, 71, 72, 73, 167, 195, 377, 400, 415, 500, 515, 528, 558, 570, 580, 591, 618, 633, 648, 667, 694, 715, 763.
Sullana, 688.
Sulphur, 169, 475, 516, 559, 582, 700, 716.

Supe, 688. Surinam, see Dutch Guiana.

T

Taboga Island, 642, 645. Tacna, 689. Tacubaya, 602. Tagua (Vegetable Ivory), 500, 558, 649, 698. Talara, 689. Talca, 454. Talcahuano, 457. Taltal, 438. Tambo, 552. Tamdo de Mora, 689. Tampico, 613. Tandil, 129. Tapachula, 613. Tarija, 193. Tarma, 689. Taxco, 613 Tea, 54, 168, 696. Tegucigalpa, 587. Tehuacan, 614. Tehuantepec, 614. Tela, 589. Temperley (Buenos Aires), 123. Temuco, 461. Teneriffe, 53. Teotihuacan, 602. Tequendama, Falls, 489. Teresina, 366.
Terezopolis, 273.
Tierra del Fuego, 159, 468.
Tigre (Buenos Aires), 123. Tihuanaco, 190.

Tijuca, 273. Timber, 56, 62, 168, 195, 373, 406, 413, 473, 515, 530, 541, 558, 570, 581, 591, 620, 634, 649, 667, 697, 763. Timotes, 758. Tin Mining, 169, 193, 622. Tiquina, 190.
Tiquina, 190.
Titicaca, 183, 691.
Tlalpan, 602.
Tobacco Growing, 54, 64, 71, 168, 195, 377, 473, 500, 515, 529, 558, 581, 592, 618, 634, 649, 667, 696, 715, 763.

Tobago, 72. Toboga Island, 645. Tocopilla, 436.

Todos Santos Lake, 464.

Toluca, 614. Tomé, 458.

Topolobampo, 614. Torreon, 614. Tortoiseshell, 56, 516, 649.

Totness, 540.
Totnoicapan, 578.
Traful Lake, 161.
Transandine Journey, 140, 141, 447.
Treinta y Tres, 738.

Treelew, 160.
Tres Arroyos, 129.
Trinidad, (B.W.I.) 72.
Trinidad (Bolivia), 195.
Trinidad (Cuba), 526.
Trinidad (Paraguay), 667.
Trujillo (Poru), 689.
Trujillo (Venezuela), 758.
Troyolbus, 461.

Trovolhue, 461. Tucumán, 138. Tulcán, 556. Tumaco, 496. Tumbes, 690.

Tungsten, 194, 379, 622, 700.

Tunia, 496. Tupiza, 193. Turbaco, 487. Tuxtla Gutierrez, 615.

Uberaba, 333. Uncia, 191. Uranium, 169.

Ushuaia, 159.

URUGUAY, 721-744.
Commercial Farming, 740. Currency, 743. Economic Development, 725. Embassies and Consulates, 744. History and Settlement, 723. Industry, 741. Map, 730. Natural Resources, 738. Passport, 742. Pastoral Life, 739. Public Holidays, 743. Roads and Railways, 727.
Social Structure, 726.
Trade, 741.
Visitors, Information for, 742.
Weights and Measures, 744.

Usiacuri, 488. Usulutan, 712. Utila, 588. Uyuni, 193.

Valdivia, 462. Valencia (Venezuela), 757.

Valera, 758. Valle Hermoso, 137. Vallenar, 440. Valparaiso, 444. Vanadium, 622, 699. Vanila, 195, 620. Vanila, 195, 620. Vegetable Ivory (*see* Tagua). Vegetable Oils, 168, 195, 377, 473, 502, 516, 581, 592, 620, 667, 696, 740, 763. Venado Tuerto, 135. VENEZUELA, 745-767. Andean Highway, 756. Capital and Ports, 752. Clothing, 766.
Cost of Living, 766.
Currency, 766.
Eastern Venezuela, 759. Economy, 762. Government, 752. History, 750. Industry, 764. Map, 747. Population, 751. Press, 767. Roads, 766. Routes to, 745. Trade, 764. Visitors, Information for, 764. Vera Cruz, 615.

Viacha, 190. Vicuña (Chile), 441. Vicuña, 195. Viedma, 160. Vigo (Spain), 43.
Villa Colón, 734.
Villa Constitución, 150.
Villa Dolores, 137.
Villa Maria, 135.
Villahermosa, 615.
Villahermosa, 615. Villarica (Chile), 462. Villarica (Paraguay), 666. Villavicencio (Arg.), 141. Villavicencio (Col), 490. Villazon, 193. Villeta, 665 Vina del Mar, 446. Vinces, 550.

Vinto, 191. Vitória, 277. Volta Redonda, 380.

W

West Falkland Island, 565. Whaling, 473, 568. Willemstad (Curação), 67. Wine, 50, 169, 194, 377, 472, 667, 695, 740. Wolfram, 169, 194.

Wool, 166, 375, 471, 567, 697, 739.

 \mathbf{Y}

Yacanto, 137.
Yaguachi, 551.
Yaguaron, 665.
Yerba Maté, 149, 168, 374, 657.
Ypacarai Lake, 665.
Yungas, 191.
Yura, 681.
Yuscaran, 589.

Zacapa, 578.
Zacatécas, 615.
Zacatécoluca, 712.
Zacaton, 620.
Zapala, 163.
Zapallar, 443.
Zarate, 150.
Zinc, 169, 194, 582, 622, 699, 716.
Zipaquirá, 489, 496.
Zircon, 379.

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SOUTH AMERICAN HANDBOOK

1954-1955

(Thirty-first Annual Edition)

A YEAR BOOK AND GUIDE TO THE COUNTRIES AND RESOURCES OF SOUTH AND CENTRAL AMERICA, MEXICO AND CUBA.

EDITED BY HOWELL DAVIES

Founded upon "The Anglo-South American Handbook" of the late W. H. Koebel.

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U OF I

PREFACE.

THIS is the thirty-first annual edition of The South American Handbook. In this issue both Argentina and Chile have been entirely rewritten and fresh maps added. We have been greatly helped in this task by the Royal Mail Lines' Office at Buenos Aires and the Pacific Steam Navigation's Offices in Chile: there's nothing like men on the spot. Next year, with luck, both Colombia and Peru, the only Republics in South America still not rewritten, will also be done.

Without constant help from many quarters such a book as this would be impossible. We wish in particular to thank the London Ministers and officials of the various republics, who have helped us immeasurably in keeping information up-to-date. Much aid has been given by the officials of the Foreign Office, the Colonial Office, the Commercial Relations and Exports Department of the Board of Trade, and the Chief Passport Officer. The Controller of Her Majesty's Stationery Office has graciously permitted us to take extracts from official British Reports and from the "Board of Trade Journal."

Each year, each section of the book is submitted for amendment to the representatives and agents abroad of Royal Mail Lines, Limited, and of the Pacific Steam Navigation Company. Between them they cover most of the area dealt with in the book. Their co-operation is beyond praise. The Dutch and French Governments have helped with the Guianas. Helpful, too, have been the officials of the many shipping companies, banks, railways and industrial companies rooted in the several republics. Some valued friends have sent us welcome corrections from personal experience on the spot.

An eye has been kept on all the journals dealing with Latin America. The following have been found particularly useful: "The South American Journal," "The South Pacific Mail," "The Peruvian Times," "The Review of the River Plate," the "West India Committee Circular," the "Commercial Review, British Guiana," "Americas," the many publications of the Instituto Brasileiro de Geografia e Estadistica, the Journals of the Brazilian and Argentine Chambers of Commerce, and the "Belgique Amerique Latine." It would be hypocritical not to admit that of them all the American "Foreign Commerce Weekly" is the most informative. For the rest, bank reports have been diligently looked through. Of these, we are most indebted to those produced by the Bank of London & South America, and by Ernesto Tornquist & Co., Ltd. The Research Department of the Bank of London and South America has been very helpful.

We cannot guarantee the complete accuracy of a book about a continent, which is so alive and changeful, but nothing has been set down or omitted in malice.



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CONTENTS.

								PAGE
Preface		•••		•••	•••			lvi
INDEX	•••	•••		• • • •	•••	•••	•••	xxxii
INDEX TO AD								
Alphabet Trade C		···	•••	•••	•••	•••	• • •	xv xxi
SECTIONAL C	-		•••	•••	•••	•••		Inset)
SECTIONAL C	OLOUKE	D IVIAL	•••	•••	•••	•••	(216561)
SOUTH AND	CENT	RAL AN	MERICA,	Mexic	CO AND	Сива		I
ON THE WA	AY TO	South	AMER	ICA	•••	• • •	• • •	39
ARGENTINA							• • •	77
BOLIVIA .			•••	• • •				181
Brazil .		• • •	• • •	• • •	• • •	• • •		203
British Gu	IANA	• • •		• • •	• • •	• • •		395
BRITISH HO	NDURA	S						409
CHILE .								419
COLOMBIA .		•••						485
COSTA RICA			• • •	•••		•••		510
CUBA .	• • •	•••				•••	• • •	521
DUTCH GUI	ANA			• • •	•••			535
Ecuador	• • •				• • •			543
FALKLAND]	[SLAND	S						565
FRENCH GU	IANA					•••		569
GUATEMALA			• • •		•••	•••		572
Honduras	* * *	• • •	• • •	• • •	•••	•••	• • •	586
Mexico	• • •				•••	•••		597
NICARAGUA		• • •		• • •		•••	• • •	629
Panamá		• • •	• • •			•••	• • •	639
PARAGUAY		•••	•••	•••	•••	•••	• • •	659
Peru	• • •					***	• • •	673

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MEAT FROM SOUTH AMERICA	•••		•••	•••	768
PETROLEUM IN LATIN-AMERICA		•••		•••	771
INSURANCE IN LATIN-AMERICA		•••			773
STEAMSHIP SERVICES	•••	•••	• • •		783
CABLE FACILITIES	•••	•••			802
BANKING	•••	•••		•••	803
AIR SERVICES		•••		•••	806
Advertisements :—Local Classi	ified	•••	• • •		807

CONTENTS (continued).

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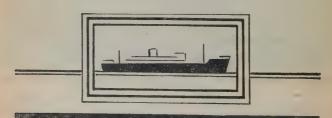
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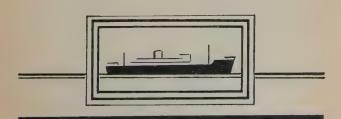
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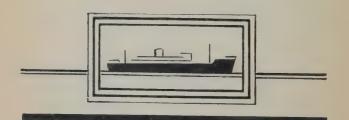
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		PAGE	P	AGE
CLIMATES		4	HYGIENE AND HEALTH	20
THE PEOPLES			SUITABLE CLOTHING	20
AMERICA	• • • • •	4	EMPLOYMENT IN SOUTH	
INDEPENDENCE	AND LATER		AMERICA	26
HISTORY		8	Mail Rates from	
SEASONS FOR	Visits	. 12	Britain	28
TRAVEL IN	South		SPANISH AND PORTUGUESE	
AMERICA		15	TERMS	29

GENERAL INTRODUCTION.

Latin America, which this book deals with, includes Mexico, the six republics of Central America, Cuba, and all the states of (and European colonies in) South America proper. Its area is about 8,500,000 square miles, or two-and-a-half times the size of Europe. It is some 7,000 miles from northern Mexico to the southern tip of Tierra del Fuego, a distance almost as great as from London to Cape Town.

The continent of South America, stretching 4,600 miles from north to south and some 3,000 miles from east to west at its broadest point, has an area of about 7,500,000 square miles, or one-and-three-quarters times the size of Europe and twice as large as either China or Australia. The population of its twenty states is roughly estimated at 125,000,000. The population of all Latin America

(152,800,000) is greater than that of the United States.

Physiographical Features. The mountains of North America continue southwards into northern Mexico but are abruptly cut across by a lateral chain of very high volcanoes. For some distance southwards (in southern Mexico, Guatemala and Honduras), a region of folded and faulted rocks running roughly east to west conforms structurally to the rock outcrops in the West Indian



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islands. Two chains of volcanic ridges and peaks, one in the West Indies, and one running through El Salvador, Nicaragua, Costa Rica and Panamá into western Colombia, join this region with South America.

No other continent is so simple in shape and construction as South America. Its shape is that of a right-angled triangle, indented only by the estuaries of the Amazon and La Plata, and embossed with singularly few capes and islands. The only interruption of note is the Strait of Magellan. Because of this compactness, the coast line is short relative to the area of the continent: I mile to every 435 square miles of surface, as compared with the I mile to each 190 square miles of Europe. This paucity of coast line is in part compensated by the great navigable length of its rivers, some 250,000 miles in all.

The land surface is sharply split into two by the Andes chain of mountains, running from the Caribbean sea to the far south for 4,400 miles through the western portion of the land mass at an average height of 13,000 feet. The chain is some 200 miles wide, except in Bolivia, where it is 400 miles. There are 15 peaks ranging from 16,640 feet in height to Aconcagua's 23,830 feet. The passes from east to west are usually at well over 10,000 feet. There are three groups of active volcanoes along the crest of the Andes; one in southern Colombia and Ecuador; another in mid and southern Peru and on the border between Bolivia and Chile; and the third in Chile. The snow line rises as the chain sweeps from south to north, being generally lower on the east side than on the west. In the extreme south the mountain glaciers have their feet in the ocean, and there are still some vestigial glaciers in the higher altitudes at the equator.

Roughly, for most of the distance, there are two principal and approximately parallel chains with a depression between. The eastern ridge is generally called Los Andes, and the western La Cordillera, but in Colombia, Peru and Bolivia the eastern chain is known as the Cordillera Real de Los Andes. In Chile and Argentina the western chain is known as the Cordillera de Los Andes: a contrariety which would be more confusing if the eastern chain did not come to an end in mid-Argentina, leaving only one ridge running at a diminishing height to the extremity of the continent.

Apart from the geologically youthful Andes, the rest of the continent is divided between the geologically ancient Guiana and Brazilian Highlands and the great central plains of the Orinoco, the Amazon, and Paraguay-La Plata, overlaid with alluvium from the erosion of the Highlands. By far the greater part is covered by highlands running, with occasional interruptions, from Venezuela and south Colombia through Brazil to the northern bank of the Río Plata, then disappearing and re-emerging in Patagonia. The geological pattern of these Highlands is a base of crystalline rocks covered by stratified rocks, mainly sandstone, more resistant as a rule to erosion. Thrusting through these formations are the stumps of ancient worndown mountains surviving as rounded, massive hills. The sandstone in southern Brazil is interleaved with strongly resistant lava, and some of South America's great waterfalls are the result of rivers

pouring over the edge of this lava sheet.

The plains, large as they are, occupy a comparatively small proportion of the continent. The most northern, the Llanos of the Orinoco, twice as large as the British Isles, is separated from the Amazonian Plain by the Guiana Highlands. The plain of the Amazonia shaped like a funnel, narrow at its confluence with the sea, wide at the foot of the Andes, where it joins southwards with the plains of the rivers Paraguay, Paraná, and Plata. Each of these regions is watered by a great river system: the La Plata system, the Amazon, and the Orinoco. Because the Highlands reach their greatest height, some 10,000 feet, near Rio de Janeiro and the coast, the larger rivers flow inland from this area: the tributaries of the La Plata system flow north-west and south: the tributaries of the São Francisco, itself a tributary of the Amazon, flow north and away from the coast. This Brazilian part of the continent has therefore no natural waterway ingress to its mainland.

The climates, which are extremely diversified, are dealt with in the text, but one or two general points can be noted here. South of the latitude of Buenos Aires, because of the modifying effect of the sea, temperatures are neither so high in summer or so low in winter as in equivalent latitudes in North America. About two-thirds of South America is in the torrid zone, but the highest temperatures are not to be found at the Equator, as popularly supposed, but along the Caribbean coast, 10 degrees north of the Equator, and in the northern plains of Argentina, 25 degrees or so south of the Equator.

The Peoples of Latin America: It is impossible to understand the great diversity of peoples in Latin America without a digression into the history of the land they occupy. Columbus, first of the European navigators to reach Latin America, discovered Watling Island, Cuba, and Haiti in 1492. On his third voyage, in 1498, he reached the mouth of the Orinoco. In the next ten years the coast was explored by others as far as the River Plate. Balboa discovered the Pacific at the Gulf of Panamá in 1513, and in 1520 Magalhães passed into the Pacific through the Magellan Strait. A year earlier Cortes had begun his conquest of Mexico from his base at Vera Cruz. By 1531 Pizarro was conquering Peru, and in 1536 Quesada was conquering the Chibchas of Colombia. Spurred in about equal proportions by religious zeal and lust for gold, these men and their followers were not to be daunted by heat, by cold, by jungle, by disease, or by an almost equally fanatical opposition.

When the Europeans arrived, the greater part of Latin America was inhabited, very thinly, by nomadic hunters, fishers, and farmers, but four groups of Indians had developed elaborate civilizations: the Incas, in the highlands of Peru, Bolivia, Ecuador, and northern Chile; the Chibchas, in the highlands of Colombia; the Mayas, of Guatemala and Yucatan; and the Aztecs of Mexico. In these areas a prosperous population based their agriculture on maize, the potato and sweet potato, mandioca (or cassava), beans, tomato, tobacco and cacao. Maize, developed by the early Mayas, was known to them all. They worked gold and silver, and were organised in forms of government which can best be described as totalitarian

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The European conquerors, as someone has said, "first fell upon their knees and then upon the Indians." The pattern of their conquest was, indeed, determined by the Indian settlements, for it was in them only that they could find souls to save, and gold and silver to loot. In a comparatively short time the collected stores of precious metal were exhausted. None, indeed, had been found by the Portuguese when they colonised Brazil (the Treaty of Tordesillas between Spain and Portugal had given all lands to the east of 50 degrees west longitude to the Portuguese), and they, like the Spaniards, had to turn their attention to the soil. The Portuguese were the first to grow a cash crop for overseas markets, but the Indians were too few to work their sugar estates and Negroes were imported from Africa. The Spaniards, too, in time, turned their attention to sugar, and wherever cane was grown, the Negro slave was imported to work it.

The Spanish and Portuguese colonists rarely brought their women with them and married freely with the natives. The present racial constitution is the result of the intermarriage between the earlier settlers and their Negro slaves with the indigenous peoples. The Negro element is strongest in Brazil, and Brazil alone, of all the republics, has completely solved the problem of mixed racial bloods by rooting from its people the concept of "colour bar." The peoples of Argentina and Uruguay are almost totally white, for they have been settled in the main during the past 150 years by immigrants from Europe. In some parts of Latin America the indigenous Indian has survived and may yet take a decisive part in shaping the fortunes of the country in which he lives. This is more particularly the case in the Andean Uplands of Peru, Bolivia, and Ecuador, in parts of Central America, and in Mexico.

For 300 years, from the arrival of the Spaniards and Portuguese early in the 16th century to the wars of independence in the early years of the 19th century, Latin America was held as colonies of the two Iberian powers. Both Spanish and Portuguese sovereigns owned in person all land and water in their respective colonies; the grant or refusal of territory was in their hands, and they could claim all or portions of the produce of both land and water. They could control all trade, determine what crops should or should not be grown, which metals mined, collect all revenue and spend it as they pleased. They decided the appointment of church officers, could veto Papal decrees aimed at the Colonies, and control education, printing, and literature. The sovereigns could and did make all colonial laws and try the colonists under those laws. Public and even private life and all amusements were subject to their regulation, and the indigenous natives could be enslaved or freed as they saw fit. Power, after a while, was delegated by both sovereigns to Viceroys, who lived in great state. There was much corruption in both colonies, for in both the sale of office was permitted by law. Complete economic control lapsed after a while into the retention by the sovereign of the Royal Fifth, or Quinto, of certain products, mainly minerals. Both crowns expected, to the end, a personal and a state revenue from their colonies. As affairs degenerated at home, both required more and more funds and revenues from oversea.



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not only grew larger, but they proliferated until there were more than forty kinds in the Spanish colonies and nearly as many in Brazil. Collection was often vicious and cruel, and peculation the rule.

Under these paternalist controls there was slowly emerging a social pattern: at the top of the scale the whites born in the Iberian Peninsula; below them the Creoles (the whites, that is), born in Latin America, educated, intelligent, and greatly dissatisfied with their complete lack of power in the homeland; below them again, the vast mass of half breeds, often inheriting the worst characteristics of both races, but occasionally throwing up leaders of note; and at the bottom of the scale, often little better than slaves, were the indigenous races and the imported blacks.

Rough estimates have been made of the population of Latin America in 1800, before the struggle for independence began. It totalled, apart from Brazil, about 15,000,000 of whom 30,000 were Peninsulars, 3,000,000 Creoles, 6,000,000 mestizos, or half castes, and 6,000,000 or so indigenous natives and Negroes. The largest cities were Lima, with 80,000 inhabitants; Quito, with 70,000; Buenos Aires with 60,000; and Santiago, with 36,000. In 1800 there were, in Brazil, about 2,500,000, of whom 400,000 were white, 1,500,000 were Negroes, and 600,000 were Indians. Rio de Janeiro had then a population of 30,000.

Independence: High taxation, severe control of trade, native discontents fomented by secret study of the forbidden eighteenth century philosophers, and the accidents of European history led, at first sporadically, and then with growing momentum, to a movement for independence from Spain and Portugal. The American revolution and the support of Great Britain, then suffering from Napoleon's European blockade, had profound effects upon the struggle. On May 25, 1810, the people of Argentina overthrew the Viceregal government. Under Jose de San Martín they marched in January, 1817, to the relief of Chile, which was already struggling for independence under Bernardo O'Higgins. By the end of 1818, Chile was free. In August, 1820, San Martín landed his forces in Peru. After entering Lima, he proclaimed the independence of Peru on July 28, 1821. On July 26, 1822, San Martin was at Guayaquil, meeting the great Bolívar, who had already freed Venezuela, Colombia, and Ecuador, and was soon to liberate Bolivia. Paraguay became independent in 1811, but Uruguay, a bone of contention between Argentina and Brazil, was not able to free itself till 1828.

The independence of Brazil came about somewhat differently. When Napoleon attacked Portugal in 1807, the British Navy took the Regent John to Brazil, where he stayed until his return to Europe in 1821. His son, Pedro, was left there as Vice-Regent for his father, but on September 7th, 1822, he declared Brazil an independent kingdom. He himself was deposed soon after, but his son was to reign in Brazil until that country declared itself a republic on

November 15th, 1889.

Great Britain took a notable, if in the main an unofficial part, in the liberation movement. A large number of British soldiers under their own English officers served with Bolívar in the war which freed Venezuela, Colombia, Ecuador and Bolivia. Others took part in the

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Chilean struggle, which is associated in particular with the name of Lord Cochrane, under whose command the Argentinian and Chilean forces were shipped north to fight in Peru. Cochrane was also later to destroy the Portuguese navy when it was contesting Brazil's claim to independence. Canning's intervention was responsible for the creation of a separate republic for Uruguay. British diplomacy generally, bent upon calling a "New World into existence to redress the balance of the old," was a powerful influence both in creating freedom and in maintaining it. The fact has not been forgotten in Latin America and colours the relationship between it and Britain to this day.

Later History: The revolution was no less economic than political in that it freed trade and permitted, for the first time, immigration, but it made little difference to the social stratification. For a century after the emancipation the general picture (as it still is in some republics) was of landowner, priest and soldier in alliance to maintain the ancient social structure: of privilege on the one hand, and the peasant, illiterate, poorly paid, and under nourished, on the other. Personality has always counted for more than principle in Latin America, and there was a spate of dictators, often ruthless and cruel, but none-the-less essential in that the only alternative to them was chaos. (Bolivia had sixty revolutions in the first 100 years of its independence and Colombia ten civil wars). But the circle was not a closed one: immigrants were pouring in to people a semi-empty land; railways and roads and ports were being built; there was an inflow of capital from Britain and the United States capital too often looked upon as a new form of exploitation by Latin Americans; and most important of all, there was slowly being created an informed middle class whose affiliations were with world rather than local ideas. Some countries, more particularly Argentina, Brazil, Chile and Uruguay, were more or less stabilised by the end of the 19th century. To quote R. A. Humphreys: "the development of industry, immigration, and the growth of populations, the rise of the cities, the improvement of communications, all these have resulted in the advent of a new commercial and industrial governing class, a middle class, an artisan class and, in Mexico, Chile and Argentina in particular, of organised labour. In Latin America generally the cruder forms of militarism have gone, and in all, or almost all the states, there has appeared a greater sense of social responsibility."

The two world wars had a profound effect in shaping the emergence of Latin America. Both had the effect of severing it from the customary inflow of imports, and there has been an increasing attempt at autonomy. Crops have been diversified; manufacturing industries have been developed, particularly in Argentina, Brazil, Chile, Mexico and Peru; there has been a steadfast attack on illiteracy and, for the matter of that, on foreign investment and foreign enterprises. This attempt to gain complete economic independence and to lay the accent on inter-republican rather than on external trade will no doubt continue, but is hardly likely to succeed in the long run. Nor is such a success desirable, for the rest of the world is in great need of what Latin America has to offer, and Latin America,

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should its standards of living rise to a reasonable level, will always

clamour for what the rest of the world has to offer it.

Population Pattern: For an understanding of Latin America it is necessary to make one last point. The pattern of settlement is still, except in a few rare instances, a more or less dense rural population, with a town at its centre as a focus, set in almost empty land. These clusters rarely overlap, as in the Old World, and are in the main poorly connected by road or rail to one another. Their natural outlet is not towards one another, but towards the nearest river or seaport. In Latin America, as in other lands, the natural desire for gregariousness enlarges the town at the expense of the rural areas. In many cases the size of the town is out of all proportion to the population it serves. Even where rural areas are pushing out their frontiers, the net gain in population is most often nil, for the expansion tends to leave a hollow inner ring in its wake. It must be remembered that Latin America is still, and will be for a long time, one of the most sparsely populated parts of the world. There are very few rural areas indeed with a population density of more than 120 to the square mile. In most of the population clusters the rural density ranges from 25 to 100 to the square mile. The average density is still between 10 and 12 persons to the square mile, and in South America as a whole, three-quarters of the population lives in a quarter of the total area. But that population is increasing at the rate of 2½ per cent. per year, as compared with increases in the rest of the world of between 0.8 per cent, and 1.5 per cent, a year. The total population of Latin America is now about 173 millions.

The isolation of cluster from cluster, though it is now being modified by air services and the radio, has had its effects both politically and economically. It is to this factor (coupled with racial diversity and great variations in the standard of living and education within the social groups which comprise the cluster), that one should look for an explanation of the continued dominance of the political leader and for the slow fusion of the whole population. Economically, the cluster pattern has led to a greater conservatism in traditional methods of mining and agriculture than would other

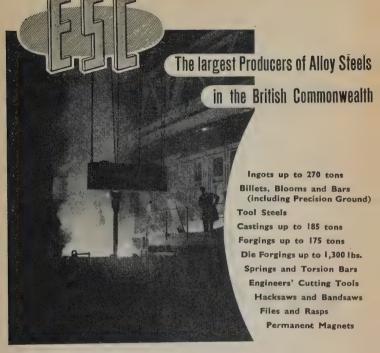
wise have been the case.

SEASONS FOR VISITS.

Over the tropical parts of the continent the division of the year into seasons follows the customary distribution of rains. The relatively dry season is often spoken of as summer, and the rainy season as winter. The dry season is by no means always rainless, and the wet season is subject to natural aberrations. There are in some regions two wet seasons, with two intervening dry seasons.

Within the tropics a more or less oppressive day-time heat may be expected in all seasons at or near sea-level. Relief is found at sufficient altitudes, and on the West Coast of Peru, for example, coolness accompanies the sea mists. On the whole the months November to March are the most favourable for visiting the tropical, that is, the more northerly countries. From March to October is best for the subtropics and temperate zone.

In Rio de Janeiro the heat is trying in December, January, and February; the climate is most agreeable during the rest of the year.



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In Buenos Aires the Argentine spring and autumn seasons, or say, the months of October and March, are the best. The summer heats are greatest about Christmas. Journeys over the Andes into Chile are liable to interruption by snow in the winter (May-October).

Central Chile is also most agreeable during the South American spring and autumn. It should be understood that both Chile and

Argentina enjoy temperate climates throughout the year.

The south temperate zone may be defined loosely as the region south of Rio de Janeiro (Brazil) and Antofagasta (Chile), including nearly all of Argentina. Here the vernal equinox, or coming of spring, is on September 23, as against the March 21 of the temperate zone in the northern hemisphere. The summer solstice begins on December 21. The seasons grow later to the southward.

TRAVEL IN SOUTH AMERICA.

The ocean traveller to South America, whether departing from Europe or from North American ports, can choose between the East and West Coast routes. A circuit of the continent can be made by water, but in following the customary southward routes of passenger steamers, the direct itinerary does not include visits to the north coast of Brazil, the Guianas, Venezuela, or Colombia.

Vessels bound for the River Plate do not ordinarily touch land before Pernambuco. In journeying via the Panamá Canal and the Pacific the first port of call is oftener Callao (Peru) than Guayaquil (Ecuador). Buenos Aires is usually the terminus of the east coast

voyage, and Valparaiso that of the west coast.

The long sea voyage round the southern extremity of the mainland is less followed than that which leads from Europe or North America to Pernambuco, Bahia, Rio de Janeiro, Santos, Montevideo, and Buenos Aires. The continent can be crossed by taking the Transandine Railway from Buenos Aires to Valparaiso, where ships can be joined for all destinations. This time-saving route is more largely used than the much longer routes from Buenos Aires to the west coast ports of Antofagasta, Arica, or Mollendo, all of them making detours into Bolivia.

The north coast of Brazil and ports far up the Amazon are regularly served by lines of Brazilian coasting steamers, and there are direct ocean passenger vessels from Liverpool to Manáos. Ships in the West Indian trade serve Trinidad, Georgetown, and Paramaribo. Cartagena and North Colombia are visited by direct steamers as well as by transhipment at Panamá. There is no single service which combines both Venezuela and North Brazil. Those who wish to visit these parts should make two separate trips. It is also difficult to go from Venezuela, the Guianas, or the Amazon ports, to other places on the east or west coasts save by air.

Panamá is the central point of departure for all parts of the world, and for ports in South and Central America upon both the Atlantic and Pacific coasts. Particulars of the available routes are given

elsewhere in this volume.

Travel by Motor-Car:—Many of the republics, and notably Argentina, Brazil, Chile, Peru and Venezuela, have excellent, if limited, road systems for motor traffic. These roads are detailed in



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The other illustration shows a Metropolitan - Vickers equipped electric train on the suburban railway system of the Central Railway of Brazil.



One of 18 trolleybuses supplied to Monte Video by a consortium of British manufacturers of which Metropolitan - Vickers was a member.



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Ax/K 401

the text, sometimes under a special section devoted to communications, but generally under the different towns served.

Hotels: —It cannot be too clearly understood that it is possible to travel with the utmost safety and comfort in the developed parts of the South American continent. The services along the frequented routes are as well organised as in Europe; there are first-class hotels fitted with the usual modern refinements in all the principal cities; travel by steamer, train, and aeroplane, is done as luxuriously in South America as anywhere else in the world. Even along the lesser known routes the occasional primitive touches enchance the visitor's pleasure rather than interfere with his comfort.

The best hotels are found, of course, in the chief cities, and notably in Rio de Janeiro, São Paulo, Santos, Buenos Aires, Montevideo, Santiago, Valparaiso, Lima, Caracas, and Panamá. Visitors to some of the smaller ports of the West Coast do well to make the steamer

their hotel during their short stay.

Meals:—In all South American countries breakfast usually consists of coffee or tea with roll and butter, but all hotels will provide a more substantial breakfast, if desired.

Lunch (almuerzo) is served between 11 and 1, and dinner (comida) from 6 to 9, as at home. The tendency is to dine late, for the theatres

rarely start before 9 p.m.

Afternoon tea, made as it ought to be made, can be had in all the principal cities. Yerba Maté, or Herva Maté (Brazilian tea) is a favourite drink, especially in Argentina, Uruguay, and Brazil.

Passports:—Close attention must be paid to regulations which vary in their details with the respective countries. Delays and inconvenience follow upon irregularity in the prescribed forms. Permits in addition to correct visas are required in some instances detailed in the chapters of this book. Extra photographs may prudently be carried.

Money Values:—Full information about national currencies is supplied in the respective chapters.

Metric Weights and Measures:—Metric weights and measures are generally used in the South American Republics. English travellers find it difficult at first to think in these terms, and usually translate them roughly into their English equivalents.

The metre (39.37 ins.) is 3.37 inches or roughly 10 per cent. longer than the yard. To convert metres into yards, add 10 per cent.; to

turn yards into metres, subtract 10 per cent.

The following table gives the actual equivalents and the rough equivalent for practical purposes:—

					ACTUAL			ROUGHLY.
10 metres					10.9 yds.			II yds.
I kilometre or	1,000	metres			1,093.61 yds.			I,Ioo yds.
10 kilometres					6.214 miles			6½ miles.
100 kilometres					62.13 miles			62 miles.
Hectare					2.4711 acres			2½ acres.
10 hectares					24.7II acres			24 ² acres.
100 hectares	4 4				247.II acres			247 acres.
Kilogramme					2.204 lb.			2½ lb.
Litre					1.759 pints			1% pints.
100 litres	, .	111	4.4		21.997 gallons	4,4		22 gallons
A metric ton	$(I_*OC$	o kilogr:	ammes	1 15 25	4 lb lighter the	an the	British	or long ton

C G. Hibbert & C. Ltd. Time Alex and Lager HORFOLK HOUSE

Ships Stores & Carpent LAURENCE POUNTNEY HILL
LONDON, EC 4 TELEPHONES MANSION HOUSE GESS/A SOUTHAMPTON 4718/9 TELEGRAMS
SUBVOCAL STOCK LONDON April 4th, 1951. Dear Sir. We have supplied beers of quality to the Export and Ships Stores trade for nearly 200 years, and should

The Language:—A working knowledge of Spanish (and of Portuguese in Brazil) is naturally an advantage and is almost indispensable for business. On the other hand, English is spoken by a surprisingly large number of persons, and it usually gets you through the customary routine of pleasure, travel by rail and steamer, and attendance in hotels.

Hygiene and Health:—Visitors to the principal centres have no more reason to fear sickness than at home. Medical aid is at hand upon the voyage, and English-speaking physicians practise in all the more important cities, where there are also hospitals equipped with all the refinements of medical science. Druggists' shops are numerous, and all the leading English and American preparations can be bought. Public sanitation has made such strides that epidemic diseases have been brought within really manageable proportions. The temperate parts of South America are quite as healthy as England, and in the tropics ill-health is more frequently caused by heedlessness than by inevitable causes.

Precautions in the *tropics* are very simple, but they should be observed. Some travellers have themselves inoculated against typhoid fever before starting the journey; this is a wise precaution. To prevent malaria, a five-grain tablet or capsule of quinine should be taken every night—say a hundred capsules for a three-month's trip. A small bottle of chlorodyne as a remedy for dysentery is occasionally useful. A supply of purgative medicine (pills or salts)

is also essential.

Travellers should make a special point of never sitting in damp clothes, even for five minutes; a complete change should be made after a hot journey at the first opportunity. Also avoid drinking the water of the country—not that it is invariably bad, but it may be. Always wear a hat. Do not take chilling showers. Be careful of your food. It is a very good plan never to drink anything but bottled water, never to eat surface vegetables or unpeeled fruits, and to eat meals only when they are well cooked and served at a reliable hotel. Pork should always be avoided. Perhaps the best single rule is to accept the advice of English and American families that have lived a long time in the tropics.

Upon steamer trips on tropical rivers a folding mosquito canopy is essential, and preferably one going into small compass. Gloves to protect the hands against mosquitoes while on deck, high shoes to protect the ankles, and a gauze canopy for the face and neck should be carried. The conditions on certain river steamers make

changes of bed-linen and an air pillow necessary.

The warnings given by experienced travellers against the misuse of alcohol are well-founded and particularly so when travelling in high altitudes. No hard and fast rules about food can be laid down, but the wise traveller is temperate in all his habits.

Suitable Clothing:—The contents of one steamer trunk and one suitcase, and a handbag for soiled linen, meet the ordinary requirements of one person. Those who follow the regular routes are not more inconvenienced by heat and cold than in Europe or N. America. Light or heavy clothing should be taken according to the season, but those making a round trip of the country should



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supply themselves with both.

For the voyage through the tropics light tennis clothing with cellular or thin woollen underwear is recommended. Cotton frocks in colours which withstand strong light and sea air are most serviceable, and rubber-soled shoes should be included. For country excursions light-weight tweed costumes and strong boots are preferable.

The most suitable clothing for the tropics is either two or three light-weight suits of the "Palm Beach" type or, better still, half a dozen suits of white duck; these latter can be bought anywhere in Central America at a low price, and if carried, need not necessarily be got before leaving. A supply of thin cotton shirts, soft collars, and about a dozen light cotton union suits for underwear are essential. At least one ordinary worsted or serge suit, and one suit of woollen underwear, will be required for high altitudes; a light overcoat is also useful for the same purpose.

A Panamá hat is the most suitable, but a soft felt hat should also be taken for high altitudes. A travelling cap is useful. In certain parts a sun helmet or solar topee is useful, but this may be bought

locally

Thin cotton socks and pyjamas are better than wool; the latter is too hot for the greater portion of the journey. A light cotton dressing gown is also essential; shower baths are a frequent necessity, and the bathrooms in the hotel are often some distance from the sleeping quarters. Moreover, there is in many cases no accommodation for dressing in the bathrooms themselves.

The remainder of the equipment will accord with personal taste. It should be borne in mind, however, that frequent laundering is necessary, and local laundries are sometimes destructive of good materials. The highest qualities of clothing are not essential.

South American women dress with elegance, and, consistent with moderation in the quantity of their baggage, lady passengers are well advised to take new and becoming clothes. Evening dress is

de rigueur for men at the opera.

Expeditions into the more primitive parts of the tropics call for special equipment. Excursions ashore in the Amazonian forest are best done in thin khaki breeches and shirt. Leggings and ankle boots are better than field boots, being lighter and more easily packed. Leather luggage for the same region should be protected by green canvas or mackintosh coverings against rain. Rubberflanged tin boxes containing some 56 lb. can be employed for packing any spare effects.

Change of Temperature:—In many tropical places there is a marked difference in temperature between the interior of cathedrals and the outer air. In the higher altitudes, colds may be contracted by entering these buildings. The danger of pulmonary disease is greater because of the rarity of the atmosphere, and a light overcoat should be carried. Precautions should be taken against sudden changes of temperature.

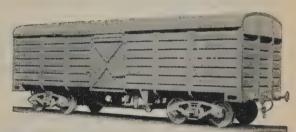
In making sudden ascents to the higher altitudes, travellers sometimes suffer from "soroche," or mountain sickness. Those with weak hearts are cautioned against a too rapid change.



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Travellers who wish to avoid the sickness usually divide the trip from the lowlands to the uplands of Peru or Bolivia into two stages, stopping en route at Arequipa or elsewhere. There are doctors in constant attendance on the trains. Walk slowly, and on flat feet. Don't drink liquors or take stimulants. At the first feeling of nausea ask for oxygen from the compressed tanks carried on the train.

Quarantine Regulations:—As a rule there is no delay. Port sanitation has improved greatly, and only in exceptional cases do Latin-American ports declare quarantine against each other. When travellers are detained the expense usually falls upon their own

pockets.

Vaccination:—Access to some countries is barred failing evidence of recent vaccination. The traveller should thus be vaccinated before departure. The precaution is wise, and the traveller feels a greater security against possible infection from smallpox, particularly in out-of-the-way places. Innoculation against other diseases may be discussed with a doctor.

CARE OF BAGGAGE.

As a general rule, heavy individual pieces of baggage should not be carried; two or three suitcases are far better than a wardrobe or steamer trunk. Journeys by mule back, or by aeroplane, make the use of these latter impossible, and involve repacking, or even leaving a portion of the equipment behind.

Instructions to Passengers:—Steamship companies make regulations with a view to the greatest expedition and security. The

following notices are important:-

Only baggage packed in trunks and hand-packages can be transferred and accepted as "Baggage," and must consist only of the personal effects of passengers. Any article not coming within this description must be shipped as merchandise, and freight according to tariff paid thereon.

Labelling of Baggage:—All baggage should be securely fastened, painted with the owner's name, port of destination, and bear adhesive

labels stating whether wanted on the voyage or not.

Passengers are recommended also to use the Alphabetical Labels which the various companies furnish. These assist rapid sorting both on board and in the Custom House.

Locking Baggage:—Trunks and bags should be securely locked. In especial, personal baggage should not be delivered into the hands

of shore touts unless carefully locked in advance.

The traveller will find it advisable to bargain beforehand with the porters (variously known as Changadores or Cargadores) who carry baggage to the piers.

Insurance:—Baggage is conveyed entirely at the passenger's own risk, unless insured. Insurance can be effected at low rates through

the shipping companies.

Size of Trunks:—Cabin baggage, to go under the berths, should not be more than 16 inches high, 24 inches wide, and 36 inches long.

Valuables:—Passengers are warned to look after small baggage in their cabins, especially while in port when strangers are on board. Valuables may be deposited with the ship's purser.

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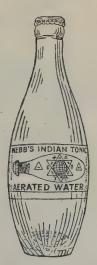
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Funds should be carried in the form of travellers' cheques, which may be negotiated without difficulty almost anywhere in the various capitals. These are better than letters of credit, which necessitate calling at banks at possibly inconvenient hours. The cheques are most conveniently and safely carried in a light money belt, which could also be used for a liberal supply of local currency when making trips into the interior.

Arrangements can be made for cashing travellers' cheques through the branches or agencies of the chief international banks.

There is no need to carry weapons of any kind, and, in fact, these are better avoided.

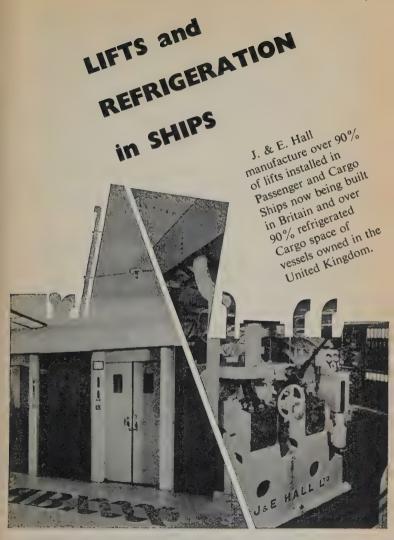
EMPLOYMENT IN SOUTH AMERICA.

Emigration to South America in search of a living demands special precautions, and should in no case be undertaken without a sufficient guarantee of a satisfactory issue. Moneyless persons, speaking English only and inexperienced in the conditions of Latin-American life, are particularly cautioned against speculative emigration upon the bare chance of finding employment. The warning applies to skilled as well as unskilled workers of both sexes, and with especial force to heads of families.

The indispensable qualifications for a post in Latin-America are: a thorough knowledge of the business or pursuit to be followed; a speaking, reading and writing knowledge of Spanish or Portuguese (preferably both); an understanding of the economic geography of the southern countries; and at least an acquaintance with the background story of the history of Latin-America.

Opportunities regularly occur for the satisfactory employment of men possessing technical or other qualifications which lend their services an exceptional value under local conditions. Notices of such openings appear from time to time in London and other newspapers, and frequently with the stipulation that a knowledge of Spanish or—for Brazil—of Portuguese is required. Employees are engaged for various branches of work through the British offices or agencies of international companies or business houses operating in South America, and are sometimes required to proceed abroad immediately. Often members of the existing staffs of such organizations trained in the routine of the business are appointed to South American vacancies. These posts are generally well paid and have attractive prospects. A large proportion of the Englishmen occupying high positions in business owe their success to beginnings made as subordinates in this way.

In accepting offers of employment a contract should be duly drawn up before departure and be authenticated before a consul of the country of destination. It should invariably provide for the payment of a return passage when the agreement expires. The terms should be supervised in the interest of the employee by one well acquainted with local conditions. For enforcement abroad it is advisable, and in some instances indispensable, that the contract and all relevant documents should be drawn up in Spanish.



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DISTRIBUTION OF TRADE.

Before the war, markets on the European Continent absorbed about 40 per cent. of Argentine and Brazilian exports, at least 30 per cent. of Chilean products, excluding nitrate, and some 25 per cent. of Peruvian exports, to mention only four of the republics.

But the war changed that picture out of all recognition.

By 1948 U.S.A. imports from Latin-America had risen 330 per cent. as compared with pre-war; U.S.A. exports to Latin-America had increased 560 per cent. In 1952 the 20 republics took 23 per cent. of all U.S.A. exports, and furnished 32 per cent. of all U.S.A. imports (22 per cent. in 1938). The U.S. continues to supply about half the total imports of Latin America, and to take some 47 per cent. of its exports.

In 1951 the United Kingdom imports from Latin-America were valued at £333,730,000; exports and re-exports were £163,303,000. In 1952 the imports were £176,617,000, and the exports were

£,151,703,000.

The balance of trade between Latin-America and the rest of the world has usually been favourable to Latin-America.

CAPITAL IN LATIN-AMERICA.

British investment in Latin America, more than halved since 1938, is now no more than £273,000,000, bearing £7.2 millions in interest and dividends. In 1913 British investments were equivalent to 3.3 billion dollars, U.S. investments in the area being then 3.3 billion dollars, U.S. investment is today about 6 billion dollars; 4.8 billions of this is controlled by firms domiciled in the United States. Nearly 55 per cent. of the U.S. investments are in petroleum, chiefly in Venezuela. Most of the remaining 45 per cent. is invested in Brazil. Some 40 per cent. of all U.S. investment abroad goes to Latin America.

Profits remitted to the U.S. from Latin America are estimated to average 480 million dollars a year, a return, that is, of 14 per cent. on the capital invested. This is precisely the same percentage as the

yield on capital in the United States.

MAILS FROM BRITAIN.

Air Mail from Britain:—Air mail correspondence from Britain for Mexico, Central and South America, the West Indies and the Falkland Islands is now sent by air via the North Atlantic or South Atlantic routes, whichever at the time of posting happens to be the quicker route. No superscription denoting the route is therefore necessary. The routing should be left to the discretion of the Post Office.

The postage rates to all the republics dealt with in this book are: Letters, per half ounce, 1s. 3d.; postcards, 8d.; air-letters, 6d. There are reduced rates for printed papers, commercial papers,

samples, and literature for the blind.

Letters sent by these services should carry the usual blue air mail label at the top left hand corner on the address side. Alternatively, By Air Mail must be written boldly in the same position.

Overseas Postage Rates:—The following surface ra	tes for
civilian correspondence came into force on October 1st, 195	o :—
T -44 f f 17	s. d.
First ounce	4
Each additional ounce	2 ½
Postcards for foreign countries generally	2 2 1 2 1
Printed papers (other than newspapers, periodicals, books,	22
namphlate mane and cheete of music) for all countries	
pamphlets, maps and sheets of music) for all countries:	- 1
First 2 ounces	Ιį
Each additional 2 ounces	2
Commercial papers for all countries:—	
First 12 ounces	4
Each additional 2 ounces	4 2
Samples for all countries:— First 2 ounces	
First 2 ounces	I
Each additional 2 ounces	. 1
Small packets for all countries to which they may be sent:—	
First 10 ounces	71
Each additional 2 ounces	Ιį
Insured boxes for all countries to which they may be sent:—	- 2
First 10 ounces	T 2
Each additional 2 ounces	3
David additional 2 offices	_

Printed papers rates, namely, 1d. for the first 2 ounces, and ½d. for each additional 2 ounces, continue to apply, under certain conditions, to newspapers, periodicals, books, pamphlets, maps and sheets of music.

Letter and postcard rates are 2½d. and 2d. respectively to British

Guiana, British Honduras, and the Falkland Islands.

International Telephone Services:—The normal public telephone services with other countries and with ships at sea have been resumed.

SPANISH AND PORTUGUESE TERMS.

DAYS OF THE WEEK.

		SPANISH.		PORTUGUESE
Sunday	 	 Domingo		 Domingo
Monday	 	 Lunes		 Segunda feira
Tuesday	 	 Martes	150	 Terca feira
Wednesday	 	 Miércoles		 Quarta feira
Thursday	 	 Jueves		 Quinta feira
Friday	 	 Viernes		 Sexta feira
Saturday	 	 Sábado		 Sabbado

MONTHS OF THE YEAR.

	TIECT I	110 01		
	 			 Janeiro Fevereiro
February	 	Febrero .		
March	 			 Março
April	 	Abril		 Abril
Mare				 Maio
June	 	Junio		 Junho
Tealer		Julio		 Julho
	 			 Agosto
September	 	Setiembre	;	 Setembro

 October
 Octubre
 Outubro

 November
 Noviembre
 Novembro

 December
 Diciembre
 Dezembro

TIMES AND SEASONS.

	SPANISH.	PORTUGUESE.
The afternoon	 La tarde	A tarde
Christmas Eve	 La nochebuena	A vespera de Natal
The day	 El dia	O dia
Day after tomorrow	 Pasada mañana	Depois de amanhá
Easter	 La Pascua	A Pascoa
A fortnight	 Una quincena	Uma quinzena
Half an hour	 Media hora	Meia ĥora
Holidays	 Las vacaciones	As ferias
Last month	 El mes pasado	O mez passado
Lent	 La cuaresma	A quaresma
Mildan	 El mediodía	O meio dia
Midnight	 La media noche	A meia noite
Minute	 El minuto	O minuto
Month	 El mes	O mez
Morning	 La mañana	A manhá
New Year's Eve	 La vispera de año nuevo	A vespera de anno born
A second	 Un segundo	Um segundo
Today	 Hov	Hoje
Tr	 Mañana	Amanhã
Tonight	 Esta noche	Esta noite
Week	 La semana	A semana
Whitsuntide	 El Pentecostés	O Pentecoste
Year	 El ano	O anno
Yesterday	 Aver	Hontem
Spring	 La primavera	A primvera
Summer	 El verano	O verão
Autumn	 El otoño	O outono
Winter	 El invierno	O inverno
O'clock : 1.0	 La una	Uma hora
5.0	 Las cinco	Cinco horas
4.30	 Las cuatro y media	Ouatro e meia
4.45	 Las cinco menos cuarto	Cinco horas menos
*****	 	quinze

(N.B.—In Argentina, as in Uruguay, time p.m. is denoted as 13 (Las trece et seq).

(N.B.—III Algentii	11a, as 11.	Oit	(N.B.—III Argentina, as in Oraguay, time p.iii. is denoted as 13 (Las trece et seq).								
			TD LUDI I INC								
TRAVELLING.											
Arrival			La llegada	A chegada							
Bill			La cuenta	A conta							
Boat			El bote	O barco; o bote							
Boarding house			La casa de huespedes	A casa de commodos							
			• • • • • • • • • • • • • • • • • • • •	a pensão							
Cab			El coche	O cabriolé							
Cabin			El camarote	O camarote							
Coffee-room			El café	O café							
Custom House			La aduana	A alfandega							
Deck			La cubierta	O convéz							
Departure			La salida	A sahida							
Embark, to	1.0		Embarcar	Embarcar							
Fare, the			El pasaje	O passageiro							
Guide			El conductor : el guía	O guia; O conductor							
Hall-porter			El portero	O porteiro							
Land, to		* *	Desembarcar	Desembarcar							
Landlord			El fondista: el propietario	O dono da casa (popular)							
Lavatory Lifebelt			La salvavida	O lavatorio							
W 2.01	* *			A salvavida							
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Manage horse		* *	El amailana	O omnibus							
Motor-bus			El Onumous	O onninous							



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FOOD AND DRINK.

Bacon		El tocino		O toucinho
Beef		La carne de vaca		A carne de vacca
Beer		La cerveza		A cerveja
Bottle		La botella		A garrafa
Brandy		Coñac		A aguardente
Bread		El pan		O pão
Breakfast		El desayuno		O almoço
Butter		La manteca		A manteiga
0.1		La torta; pastel		O bolo; a torta
01		Vino de Champaña		A Champanha
	• •	El queso		O queijo
01 1				O chocolate
				O charuto
Cigar Cigarette		El cigarro		
		El cigarillo		O cigarro
Claret		Vino tinto		O clarete
Cocoa		El cacao		O cacao
Coffee (black)		El café solo		O café preto; o café puro
Coffee (with milk)		El café con leche		O café com leite
Cream		La crema		A nata
To dine		Comer		Jantar
Dinner		La comida		O jantar
Drink		La bebida		A bebida
Dry		Seco		Secco
Egg		El huevo		O ôvo
Eggs and Bacon		Huevos y tocino		Ovos com toucinho
Fowl		El ave		A ave
Fried		Frito (a)		Frito
Fruit		La fruta		A fructa
Gin		Ginebra		O Gin
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		La carne		A carne
200		La leche		O leite
7.0		El agua mineral		A agua mineral
Mustard		La mostaza		A mostarda
Mutton		La carne de carnero		A carne de carneiro
Omelet		La tortilla		A omelata (also omelette)
Pear		La pera		A pera
Pepper		La pimienta		A pimenta
Plate		El plato		O prato
Pork		La carne de puerco		A carne de porco
Ripe		Maduro		Maduro
Salt		La sal		O sal
Salt Siphon		T 1		

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Tea
Coffee

Cocktails



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Smoking	 	 Fumante	 Fumando
Soup	 	 La sopa	 A sopa
Spoon	 	 La cuchara	 A colher
Sugar	 	 El azúcar	 O assucar Obrigado
Thank you	 	 Gracias	 A carne de vitella
Veal Vegetables	 	 Los legumbres	 Os legumes
Water	 	 El agua	 A agua
Whisky	 	 Whisky	O whisky
Wine	 	 El vino	 O vinho

APPAREL.

Boots				Las botas		As botinas
Braces				Los tirantes		Os suspensorios
Brush				El cepillo		A escova
Clothes bru	sh.			El cepillo de ropa		A de
Coat				T		A
Collars				Y 11		Os collarinhos
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			• •	• •	Catorce				Quatorze
15					Quince				Quinze



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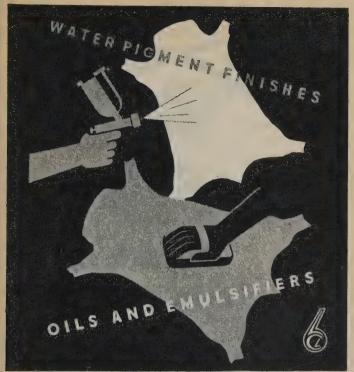
INTYRE HOGG MARSH & CO. LTD . LONDON & MANCHESTER

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ORDINAL NUMBERS.

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5th	 	 	Quinto Quinto
6th	 	 	Sexto Sexto
7th	 	 	Septimo Setimo
8th	 	 	Octavo Oitavo
9th	 	 	Noveno, nono Nono
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11th	 	 	Undécimo or décimo Undecimo
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			segundo
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21st	 	 	Vigésimo primero, etc. Vigesimo-primeiro, etc.



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EUROPE TO RIVER PLATE.

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Panamá

The distance from port to port is to be read at a glance in the table below; thus Southampton to

Darie (dinat)
192 460 Southampton Recife (direct) -3,956 miles; Lishon to
216 434 83 Cherbourg Buenos Aires (arrect)—5,324 infles.
806 773 648 601 Vigo
864 829 706 658 78 Leixoes (Oporto)
1029 990 866 818 240 177 Lisbon
1457 1425 1311 1270 702 652 528 Madeira
1682 1650 1525 1484 910 851 710 282 Las Palmas
4115 4080 3956 3906 3350 3296 3155 2651 2458 Recife
4505 4465 4338 4290 3730 3681 3540 3035 2870 389 Salvador
5182 5150 5025 4975 4414 4363 4222 3720 3523 1080 747 Rio de Janeiro
5375 5335 5210 5162 4608 4551 4410 3926 3712 1262 934 212 Santos
6181 6132 6007 5959 5398 5347 5206 4721 4507 2060 1732 1028 888 Montevideo
6205 6246 6121 6073 5512 5465 5324 4840 4622 2173 1845 1142 008 114 Buenos Aires

DISTANCES FROM PANAMÁ.

Southampton—Panamá New	4,641 miles York—Panamá	Liverpool —Panamá 2,016 miles		4,674	miles
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WEST COAST DISTANCES.

1340	Callao						
1783	449	Mollendo					
1912	581	139	Arica				
1980	646	219	107	Iquique			
2137	806	428	323	223	Antofag		
2449	1127	78I	697	598	392	Coquim	
2615	1299	962	881	780	576	199	Valparaiso

DISTANCES FROM NEW YORK.

(British Admiralty Tables.)

New York to	:		Miles	New York to :	Miles
		 	2,855 3,670	Rio Grande (R. G. do Sul). Montevideo	5,451
Recife Salvador		 • •	4,057	Buenos Aires	5,838
Rio de Jan Santos	eiro	 	4,743 4,930	Bahia Blanca Magallanes (Punta Arenas)	6,120

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Chile--

MONCKTON & CO. LTD., Calle Blanco, No. 983, Casilla, 1445, Valparaiso. Tel. Add.: "Lever," Valparaiso. The ports of call on the way from Europe or the United States to South America vary according to the voyage and to the individual arrangements of the steamship companies. Brief descriptions are given here of intermediate points lying upon the main ocean routes, and also of some others which are less often visited. Some particulars are given of attractions in the vicinity, even though visits to the interior may not always be practicable to through passengers. Upon any of the main routes the voyage can be made in complete comfort, and, indeed, luxury.

The steamers carrying passengers to South America are specially designed for the trade and are noted for their comfort, cleanliness, and discipline. They are fitted with artificial heating for cold weather, and with ventilating systems to relieve oppressive heat in the tropics. The appointments of the larger vessels are strikingly magnificent, with a first-class orchestra for concerts, dances, and fancy dress balls; a gymnasium (in charge of an expert instructor); an open-air swimming-bath available for the greater portion of the voyage; and full facilities for deck games and sports.

Full enjoyment of the social opportunities depends largely upon the passengers themselves, who contribute to their own and the general pleasure by forming committees for the organization of games and other gatherings.

SANTANDER.

Santander, upon the north coast of Spain, is a regular port of call for P.S.N.C. steamers from Liverpool to the West Coast of South America, and normally a stay of ten to twelve hours is made. The port is 685 nautical miles from Liverpool, has 100,000 inhabitants, and is placed picturesquely upon the bay. The natural charm of the coast, the fine beaches, and the favourable climate have made it into a fashionable seaside resort of international reputation. The town enjoys the patronage of the most select Spanish society, who stay at the fine hotels or in their own sumptuous villas. Many national sporting events, such as tennis and golf championships, yacht races, etc., are held there annually. Students from all over the world attend the Summer University. There are a large number of hotels and boarding houses.

Places of Interest:—The old and the new towns are distinctly separate. The former is on a hill crowned by an old castle, its streets narrow and tortuous. The Cathedral, a 13th centrury Gothic building, has a crypt which is worth visiting. In the lower (the new town) the wide, straight thoroughfares lined with beautiful trees, are flanked by fine buildings and handsome residences. Surmounting the rocky promontary which forms the eastern arm of the Bay of Santander, is the splendid Royal Palace of Magdalena, set in extensive grounds which include a large polo field. On the far side of this peninsula and a little to the west lies the Sardinero Beach bordering the Bay of Sardinero, a beach of fine golden sand with safe sheltered bathing. Many of the best hotels and villas are along the shore, which is approached from the landing place by the famous Avenida de la Reina Victoria. At the back of Santander lies a chain of sheltering mountains known as the "Picos de Europa" (Peaks of Europe). The highest (Torre de Cerredo) does not exceed 9,000 feet, but the rise from sea level is so abrupt that they are most impressive. There is an entrancing variety of scenery—glaciers, ravines, peaks, and precipices. A number of pleasant walks and drives may be made in this area. Nineteen miles from Santander, at Santillana del Mar, are the famous caves of Altamira, with their pre-historic paintings.

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LA CORUÑA.

La Coruna, on the north-western coast of Spain, is served by the principal vessels sailing between England and South America. It is a main line terminus from which expresses with dining and sleeping-

cars run daily to and from Madrid and the frontier.

The town is associated in English memory with Sir John Moore, who, when driven from the interior by Napoleon, turned upon Soult in January 1809 and administered a check which enabled the British forces to escape to the ships. His grave lies in the Garden of San Carlos on the outskirts of the town. The ruins of the port gates are memorable as those from which Philippe II sailed to marry Mary Tudor, and Charles V for his coronation as Emperor

The upper town on the mountain side is walled by ancient battlements, but the lower town has many new buildings. During the "Horas de Paseo" the general animation and gaiety is almost

Parisian in its atmosphere.

Santa María del Campo, the principal church, is a small Gothic building with three naves, a Norman porch, and a pyramidal tower. The church of San Jorge (Plaza de San Jorge) contains two famous paintings, "Annunciation" and "Purgatory," by Pierre Vanderlaken. There is a fine fifteenth-century bas-relief in the side tower of the Capucine convent (Calle de Panaderas). There are charming motor drives in the neighbourhood, and many good trout streams.

Landing: - Vessels usually berth at the quays.

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VIGO.

Mail steamers call, but do not usually stay for long (outwards, 5; homewards, 2 hours). The Bay is 20 miles long by 3 miles wide, with very deep water and is large enough to hold all the world's navies. Cabo Estay on the south and Sobrino Point on the north guard an opening nine miles wide. The rocky and picturesque Islas Cies form a complete natural breakwater against westerly gales. The City, nine miles up the southern shore of the Bay, is modern, has 150,000 inhabitants and beautiful massive stone houses. It looks remarkably clean and well kept and is beautifully set, rising tier by tier up a steep hill from an avenue of plane trees at the base to a citadel crowning the height.

This Citadel, called "El Castro," built by Philippe IV, was formerly one of the three forts that guarded the town. To-day it is surrounded by a beautiful park, easily reached by car, from which an almost aerial view may be obtained. It is provided with a good

restaurant where excellent meals may be had.

Another spot for sight-seeing is mount "La Guia," from which

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a sidelong view of the town may be obtained. A visit to Castrelos Palace is also recommended. It is an antique building converted into a museum, surrounded by lovely gardens, where the Head of

State resides when in Vigo.

Notable buildings include the principal church (Doric Greek), standing in the Plazuela de la Iglesia. The Theatre Garcia Barbon, the Casino, and the Rosalia de Castro Picture House, all in one building, are in the Calle Policarpo Sanz. The Cine Fraga is in Calle del Uruguay. There are other picture houses besides. The agency of the Royal Mail Lines, Limited, where an English-speaking staff is engaged, is near the quay. Also on the sea front is the new building of the Royal Nautical Club, in the shape of a ship. It is supposed to be one of the finest in Europe.

Conveyances: Open or closed motor cars, ptas. 50 and 40 for large and small cars respectively, within the limits of the town, and per hour. Cars engaged to leave the town are charged by the distance at the rate of ptas, 3.50 and ptas. 2.50 per kilometre for large and small cars respectively.

Cables:—The Eastern Telegraph Co., Ltd., Calle Taboada Leal 40.

Royal Mail Lines Agency: -E. Duran e Hijos, S.A., Avenida de Canovas del Castillo, 3. P.O. Box 73.

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Universal Avenida Canovas del Castillo Alameda ...
Plaza Compostela 60-100 pesetas. 190 40-60 35-45 Prices include meals except at the Alemeda.

Excursions:—By motor launches to the Island of San-Simon, Puente Sampayo, and other picturesque spots up the river. Ferry boats leave hourly for Cangas and Moaña, fishing villages on the north of the bay, from which there are pleasant walks to hamlets in the interior. Three admirable beaches are within easy distance. Samil Sands, the best for bathing, is 20 minutes' electric tram ride; Bayona beach famous for its sunsets, is one hour's electric tram journey; Playa America has a good small hotel and villas to let. At the Club de Campo (Country Club) tennis may be played by special permission.

In a couple of hours a tour can be made by motor car to "El Castro" and "La Guia" mounts, as well as to Castrelos Palace, which affords a magnificent idea of the town.

the town.

OPORTO.

Leixões is the seaport for Oporto. It has been secured from storms by two great jetties seen on either side as the steamer enters the harbour. It is served from Oporto, 5 miles away, by both standard and narrow gauge railways.

Hotel: Hotel Portomar (80-180 escudos).

Passengers and baggage are taken ashore in rowing boats at 3 escudos per head, and 1.20 escudos per package; minimum payment per rowing boat, 15 escudos. Charges per motor or steam launch are 50 per cent. higher. Landing and embarking charges are doubled in rough weather, the signal for which is a blue flag over the Harbour-master's office. Certain passenger ships, however, can now embark and land their passengers at the quays of the new dock.

Oporto has several public squares. The largest is the Praça da Liberdade, with a fine bronze statue of Dom Pedro IV. All over the city are fountains and well laid-out promenades. The Sunday promenade in the Crystal Palace gardens is especially fashionable.

Many of the dwellings date from the sixteenth century. The streets of the old town are narrow and tortuous, although there are striking modern boulevards. Good examples of the latter are the Rua dos Clerigos, the streets of Santo Antonio and Santa

Catarina, the Rua Sá da Bandeira, and the Rua das Flores (the "Regent Street" of Oporto). The last-named shows beautiful

examples of the local gold and silver filigree work.

The cathedral (Sé) has a fine interior, including a solid silver altar and retable. The church of São Francisco, close to the Bolsa (Exchange), is a mass of delightful carving of the fifteenth and sixteenth centuries. The Clerigos church has the highest spire in Portugal (246 ft.). This dominates the city from every point. The post office lies in Praça da Batalha, east of the Central Station.

A remarkable bridge—the Ponte de Dom Luiz Primeiro—is a quarter of a mile to the south of the Praça da Liberdale. It crosses the Douro in a single span of 560 ft. at a height of 120 ft. The engineer of this bridge, and of one higher up the gorge, was Eiffel, who designed the Eiffel tower. From the monastery between these bridges the Duke of Wellington launched his attack upon the French

General Soult.

Cathedral Hill and Victory Hill look down upon the River Douro, which flows through an area famous the world over for its port wine. The wine is brought by rail and river from the grape-growing district to the wine lodges at Vila Nova de Gaia (seen across the river from the city), whence this valuable local monopoly is shipped.

Conveyances:—There is a good service of electric trams. The City is served by 3 railway stations; São Bento is the terminus for the main lines which branch off north and south at Campanha on the outskirts of the town; the Trindade Station, also at the centre of the City, is the terminus of the narrow gauge railway going north.

Landing:—Launches and rowing boats.

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Hotels:—Grande Hotel do Imperio, Praça da Batalha (80-295 escudos); Grande Hotel do Porto, Rua Santa Catarina (70-150 escudos); Hotel Infante de Sagres, Praça D. Felipa de Lencastro (40-180 escudos); Hotel de Paris in Rua da Fabrica (50-85 escudos); Grande Hotel da Batalha, Praça da Batalha (70-110 escudos), including meals.

LISBON.

The south-western coast of Portugal is low-lying and looks insignificant from the sea. At length there is a gap, and the vessel steams up the estuary of the Tagus. The scenery changes, and we see the Rome of the Iberian Peninsula, Lisbon, standing out in all the majesty of her seven hills. The city rises in picturesque terraces, a most striking spectacle. Many of the houses are faced with tiles, often in rich blue.

Mail steamers to South America from Southampton and London moor alongside the quay at Alcantara or at the Rocha do Conde de Obidos. Passengers like to visit the famous "Black Horse Square" (Praça do Comercio), so named from the bronze equestrian statue of José I in the centre. Almost all the buildings in this square are Government buildings. On the east is the Bolsa (Exchange), and on the west the Post Office. Lisbon has other fine squares, including the Praça do Municipio, with a curious marble pillar, and the Praça D. Pedro IV (Rossio). Praça Luis de Camões, with its monument to the great poet, and the grand "Avenida da Liberdade," should not be missed.

The Cathedral or Basilica of St. Vincent preserves in part its original Gothic architecture, and in part the French style of Louis XIV, introduced when the building was restored after an earthquake. It contains the bones of St. Vincent, the patron saint of Lisbon. The legends of the Sacred Ravens are shown in blue and white tiles round the walls.

The Church of San Roque, despite a mean exterior, has rare marvels within. Its crowning glory is the Chapel of St. John the Baptist, to the left of the High Altar. Other sacred buildings worth visiting are São Vicente de Fora (on rising ground east of the cathedral), the Estrela Church (dominating the west of the city), and Nossa Senhora da Conceiçao Velha (Rua da Alfandega, off the east side of Black Horse Square. The Castelo de S. Jorge, the Museu Militar (daily, 2 p.m. till 5 p.m., except Mondays and holidays), and the Museum of Contemporary Art, Rua Serpa Pinto (daily, 11 a.m. till 5 p.m., except Mondays and holidays), are all well worth a visit.

Other points of interest include the Museum of Arte Antiga at the Janelas Verdes, where there is a good collection of art treasures; the Palacio da Assembleia Nacional (Parliament House) in Largo da São Bento, on the west side of the city; Museu Nacional das Belas Artes (open Sundays and Thursdays, 11 a.m. to 4 p.m.; other days, mid-day to 2 p.m., by application); Museu Archeologico do Carmo (antiques, etc., open daily 10 a.m. to 4 p.m.; charge 1 escudo); Academia das Sciencias (Rua do Arco de Jesus, open week days, 10 a.m. to 3 p.m.); Botanical Gardens (north-west of Rossio Square), said to be the finest in Europe; Estufa Fria (Fernery and Rock Gardens) in King Edward VII Park, at the top of Avenida Liberdade; Bull-ring (in Praça do Campo Pequeno), bull-fights in

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summer; the Estadio Nacional (Stadium), seating 60,000 people, in the Vale do Jamor, 10 minutes by road; National Library, north-west of Black Horse Square, with many rare MSS. and books. Inclined railways and street lifts carry pedestrians from terrace to terrace. The waterworks of Lisbon are remarkable.

Conveyances: -Electric trams, buses, and motor cars. Elevators and inclined railways connect the upper and lower towns.

Railway Stations:—(1) Estação Rossio (Central Station), the principal terminus

for inland routes.

for miand routes.
(2) Estação de Barreiro, on the south side of the Tagus. A steam ferry connects it with "Black Horse Square."
(3) Estação Caes dos Soldados, on the East quay.
(4) Estação Caes do Sodré, on the West quay, for electric trains to Estoril, Mont

Estoril, and Cascaes.

(Nos. 3 and 4 stations for local lines).

Shopping Centres:—Rua Augusta, Rua Garrett, Rua Aurea, Rua da Prata,

Rossio Rua do Carmo.

Cables:—Eastern Telegraph Co., Ltd., 40/42 Rua Augusta.

Royal Mail Lines Agency: E. Pinto Basto & Co., Ltda, 1 Avenida 24 de Julho, P.O. Box 200.

> Hotels :-Address. Aviz Av. Fontes Pereira Mello Avenida Palace ... Rua 1º de Dezembro . . Imperio Rua Rodrigues Sanpaio Florida .. Rua Duque de Palmela Tivoli .. Av. da Liberdade Rossio Borges Rua Garrett (Chiado) 0.0 Metropole Victoria Av. da Liberdade
> Praça Luiz de Camões Victoria
> De l'Europe

Note: These hotels are given, roughly, in their order of decreasing expensiveness. (For the Announcements of Local Hotels and Business Houses see the section of this book headed "Local Classified Advertisements.")

ENVIRONS OF LISBON.

A short distance from Lisbon is Belem, reached by electric tram or rail from Caes do Sodré Station. Close to the mouth of the Tagus, it contains the Tower of St. Vincent, the first building seen by passengers arriving by steamer. Here also are the Church and Convent of St. Mary, generally known as the Jeronymos. The church was built in 1500 to commemorate the discovery of the sea route to India by Vasco de Gama. It is here that Camões, Vasco de Gama, and several of the kings lie buried. The Cloisters are exceptionally beautiful.

In the ancient riding hall attached to the Palace of Belem (now the residence of the President of the Republic) is the Museu dos Coches, open daily except Mondays and holidays. Its collection of

coaches is the finest of its kind in the world.

Sintra is reached by rail in about an hour from Rossio Station; or by motor-car, which should be hired from an approved service.

George Borrow wrote;

If there be any place in the world entitled to the appellation of an enchanted region it is surely Cintra . . . by Cintra must be understood the entire region town, palace, quintas, forests, crags, Moorish ruins, which suddenly burst on the view on rounding the side of a bleak, savage and sterile-looking mountain.

Sintra is at its almost perfect in March-April. Places of interest in the neighbourhood include Montserrate, Cork Convent, Praia das Maçãs and the old Moorish castle; also Colares, famous for its vinevards.

Hotels :- Netto, Nunes, Central.

Estoril and Mont Estoril, about 35 minutes by express train from Caes do Sodré Station, lies on the Bay of Cascaes, sheltered by the pine-clad hills of Sintra. It is a delightful winter resort, and a residential quarter for Lisbon people. The hotels are good and the charges moderate. Excellent boating, fishing, and bathing can be had, and there are lovely walks. There is a fine Casino in the park near the Palace Hotel, and a beautifully situated 18-hole golf course.

Hotels:—At Estoril: Estoril Palacio, Parque, Paris. At Monte Estoril: Grande, Miramar, Atlantico, Mont' Estoril. Several comfortable pensions at

moderate prices.

MADEIRA.

The island is notable for a climate sunny without oppressive heat, and for an abundance of moisture without heavy rainfall. The winter season, the one most often selected for visits, extends from November to May, and the very agreeable summer season from June to October. There are hills 6,000 ft. high, on which flourish pines and the vegetation of temperate zones. The valleys between glow with the lustre of the tropics, and geraniums grow thickly in the hedges. The Southern slopes are covered with vineyards. The Lodges of the Madeira Wine Association, in which the famous Madeira wine is prepared, are centrally situated and open to inspection.

For political and judicial purposes Madeira is treated as an integral part of Portugal. The Portuguese import tariff is applicable.

REID'S HOTEL MADEIRA



VISIT REID'S HOTEL—world renowned for the beauty of its gardens and all-the-year-round seabathing. Special currency facilities enable visitors to stay for 12 days with £1 a day over for local expenditure. All enquiries to leading travel agents or General Manager, Reid's Hotel, Madeira.

Funchal, the capital, lies at the foot of a vast amphitheatre of hills. The scene as the steamer enters is fascinating, for the town is picturesquely laid out. The streets are paved with smooth, round cobbles, and sledges are much used for transit. Wicker-work, embroidery, lace, and jewellery are offered for sale from boats, and

can also be bought ashore.

The public buildings are not without merit, but it is the peculiarities of costume and the domestic architecture which will most interest the visitor. The highly-polished cobble stones of the streets are trying, and those who wish to explore the town should wear boots with soft soles, preferably india-rubber. The marketplace is well supplied with tropical and other fruits at all seasons of the year, and each passer-by, from the hammock-bearer in his white linen clothes to the peasant in his strange and often grotesque headgear, excites attention.

The re-grading of several roads outside Funchal has opened up a large tract of beautiful, and formerly difficult, country to travellers by motor-car. The New Mole, extending 350 metres from Loo Rock, gives greater protection to the Harbour, and there is a New Marine Parade. The new Municipal Market, on the east side of

the town, is well worth visiting.

Landing:—By launch to shore and back to ship, 4s. for the double journey.

Royal Mail Lines Agency:—Blandy Bros. & Co., Ltda., 20 Rua da Alfandega. P.O. Box F, Funchal.

Casino: - This is situated amidst beautiful grounds at the Quinta Vigia, with

delightful views overlooking the Bay. It is closed at present.

Golf:—A fine 9-hole Golf Course has been opened at S. Antonio da Serra, 45 minutes' drive from Funchal, at an altitude of 2,500 feet, with grand mountain scenery.

Conveyances: -In the town, bullock sledges (or "Carros"), 5s. per hour, or

according to distance. Taxis: -The taxi-metre charge is \$4 for the first 500 metres, \$0.70 for each additional 200 metres, and \$0.70 for each 5 minutes waiting time. Motor buses run to all parts.

Shopping Centres:—The main shops cluster round the top of the Entrada da

Cidade, the avenue leading from the centre of the town to the quay.

Restaurants: - Chalet Restaurant Esplanade, Golden Gate, Theo's, Flamingo.

English Rooms:—This Club, which is in the centre of the town overlooking the sea, has a fine library and the latest periodicals. Visitors are welcomed.

The British Country Club is in the Hotel district and has a sporting mashie Golf Course, Tennis Courts, and Squash Court, besides other facilities. Application for membership should be made to the Secretary.

Cables:—All telegrams and cables should be sent through the Post Office.

Bathing :- Reid's and Savoy Hotels have their own sea bathing facilities, and

there is a fine		Shillings			
Hotels :		Situation		Per day.	
Atlantic		 	West Town	 from	19/-
Bella Vista		 	West Town	 22	20/-
Miramar		 4 .	West Town	 33	25/~
New Avenue		 	West Town	 22	32/6
Reid's		 	Western Sea Cliff	 33	45/-
Savoy		 	West Town	 . 59	30/-

Reduced rates are given during the period May/November inclusive. There are

several good pensions from about 15/- a day.

Guide Books :- "Power's Guide." (George Philip & Son, 10/-); "Madeira-A Concise Guide for the Visitor," (Union-Castle Mail S.S. Co., 3/6); "A Glimpse of Madeira," (Peter Garnett, 15/-).

LAS PALMAS DE GRAN CANARIA.

Las Palmas de Gran Canaria is the capital of Grand Canary U Island, which is almost circular in shape, 34½ miles long by 29½ miles

broad, and has a population of 330,000. The island is traversed by great ravines, the largest of which, the Barranco de Tejeda, almost cuts it into two. Many of the ravines are exceedingly picturesque and thickly clad with hanging woods where there is water. The south-eastern coast is flat, but the rest of the island is an ideal playground for holiday makers. Most of the country is exceedingly fertile and is well suited to the cultivation of oranges, tomatoes, figs, almonds, bananas, grapes, and cereals. The chief port is Puerto de la Luz, 4 miles from Las Palmas de Gran Canaria, with which it is connected by a service of motor-buses. Most visitors to Grand Canary make Las Palmas their headquarters. Interesting places to visit are Firgas, with its splendid scenery; Agaete, where there are mineral springs and an hotel; Teror, Arucas, Monte, Santa Brigida, and Tejeda.

Las Palmas de Gran Canaria itself is a clean, well-laid out town with a population of about 153,500 including its port, La Luz. Las Palmas is divided into three districts: Alcaravaneras, with luxurious villas and chalets, English church and British Club; Triana, the main shopping centre; and Vegueta, the older part of the town, with its fine squares and promenades. Both the Cathedral and the Museo Canario are well worth a visit. The museum contains a vast collection of aboriginal remains, including skulls, mummies,

and a good deal of pottery.

The town has every possible kind of amusement, from cabarets, dancing, tennis and golf, to boxing, football, cock-fighting, and

LAS PALMAS . Grand Canary

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regattas. There is excellent bathing all the year round, and sea fishing gives good sport. There is an imposing Casino (no gambling)

in the middle of the town, and a nautical club.

Hotels:—Hotel Madrid, near the Casino; Gran Hotel Parque, in San Telmo Park; Hotel Cairasco, in Alameda, and Hotel Santa Catalina, in Alcaravaneras; There are several boarding houses. Atlantic Hotel in the Alcaravaneras; the Hotel Santa Brigida, Hotel Los Frailes and Hotel Lentiscal in beautiful country surrounded by hills.

Cables: - Transradio Espanola S.A., Calle Leon y Castillo 537; Italcable,

S.A., in Santa Catalina Park.

Excursions:—There are several good motor roads. The following routes are recommended: Las Palmas, Marzagan, Jinamar, Atalaya, Santa Brigida, San Mateo, and back, 50 km. Las Palmas, Tafira, Monte, Santa Brigida, Madronal, San Mateo, Las Lagunetas, Cruz de Tejeda, and back 90 km. Las Palmas, Tamaraceite, Teror, Valleseco, Palmal, Arucas, Tenoya, and back, 55 km.

Shipping:—Las Palmas is a port of call for vessels of the Royal Mail Lines, Ltd.

Fortnightly service. Calls by many other important lines. There are twice daily air services, and four or five departures a week between Las Palmas and Santa Cruz de Teneriffe, three weekly services to the Peninsula, and one weekly to Southampton via Madeira and Lisbon.

Royal Mail Lines Agency:—Grand Canary Coaling Co., S.A., Muelle Santa Catalina, Puerto de la Luz. P.O. Box 18.

TENERIFFE.

Teneriffe, the largest of the Canary Islands, lies slightly west of the centre of the Archipelago, between the islands of Gomera and Grand Canary. It is about 60 miles long, with an extreme breadth of 30 miles. A chain of mountains runs from east to west, culminating in a celebrated peak, the Pico de Teide. It has a double top, one 12,000 ft., above the sea, and the other, 9,880 ft.

SANTA CRUZ · Teneriffe

GRAND CANARY COALING COY. S.A.

Telegraphic Address: "Coaling, Teneriffe"

Ship and Passenger Agents Freight Brokers Bunker Coal Contractors AGENTS FOR ROYAL MAIL LINES, LTD.

The sea-port and capital is Santa Cruz de Teneriffe. The population is about 105,000, and the town is the residence of the Military Governor-General of the Canaries. It occupies a plain bounded by rugged volcanic rocks. The city is modernizing itself rapidly, for many large buildings have replaced the typical low, flat roofed houses. A large park has been laid out. An aqueduct, 5 miles long, brings pure water from the mountains of the interior. The Mercedes Forest, with its giant 30 ft. high heather, is worth a visit.

A splendid motor road has been built between Santa Cruz and the south of this island, passing through Candelaria, Guimar, Fasnia, Granadilla, San Miguel, Adeje, then going north to Guia, Santiago, El Tanque and to Icod, where it joins the main road from Santa Cruz. Tourists can go right round the island, but single day excursionists would not have time to make the journey.

Another motor road has been opened from Santa Cruz to Laguana, Esperanza, to the base of the Peak of Teneriffe, through very interesting and pretty country. This excursion could be made by the single-day tourists, but the Peak can only

be climbed by those who have more time at their disposal.

A motor road is now being built between Santa Cruz, San Andres, through the Mercedes Forest to Taganana. Another road is being built from Santa Cruz direct to the Mercedes Forest (not touching at La Laguna). This road rises to the mountain immediately above Santa Cruz, and the return journey may be made

the mountain immediately above Santa Cruz, and the return journey may be made by the same road or via Laguna.

Attractions in Teneriffe:—Santa Cruz: Municipal Theatre; Časino Principal; Five Cinemas; occasional Bull-fights; splendid Park; the Club Nautico (swimming pool, restaurant, bar, dances); Church where the flags taken from Nelson can be seen; Municipal Library. LAGUNA: Fine Promenades and country lanes; Ancient Churches; University. VILLA OROTAVA: Ancient Church; typical balconies. Wart (near Tacoronte): Remnant of an old Guanche Village (about 1400 A.D.). TACORONTE: Golf Links.

Hoteley, Marchy, Mar

Hotels:—Hotel Mancey; Hotel Orotava; Hotel Camacho; Spragg's English Hotel; Pino de Oro, above the town. Other hotels at Puerto Orotava, Santa

Cruz, and La Laguna.

Cables: - Transradio Espanola S.A., Plaza de la Constitucion 1.

Air Service:—To Spain (by IBERIA).

Guide Books:—"Brown's Guide to the Canary Islands"; "Canary Islands, their History and Natural History."

ST. VINCENT.

The Cape Verde Islands lie 350 miles west of Cape Verde, on the African coast. Of all the islands in the Atlantic they least deserve the name of "green." They are volcanic in origin. The islands are administered for the Portuguese Government by a residential governor. Population, about 120,000.

Porto Grande, in St. Vincent, is an important coaling and oiling station and a centre for the cable companies. There is a British community of about 30 persons; they have a 9-hole golf course,

and golfers are very welcome.

Landing :- By tender. Hotel :- Chave d'Ouro. Cables :- Cable & Wireless Co., Ltd.

THE AZORES.

Nine in number, volcanic in origin, and wide of the regular steamertrack to the Caribbean and to South America, the Azores are visited by touring vessels. The equable climate favours the growing of early vegetables, oranges, and (under glass) pineapples for market; as well as sugar beet, sweet potato, tobacco, and tea. The islands, which are over 800 miles west of Lisbon, are administratively a part of Portugal, and support a population of over 317,000.

St. Michael's (São Miguel), the largest, measures 41 miles by an average of 9, and holds over half the population of the group. It is nearly 100 miles from Terceira, the second largest, and is still farther from Pico (with a summit of 7,460 ft.) and Fayal. A regular interisland air service connects St. Michael's, Terceira, and Santa Maria. The aerodrome on Santa Maria is served by several transoceanic international lines.

Ponta Delgada, the capital of St. Michael's, is not only a coaling station but the only port in the Azores where fuel and Diesel oils are available. A good harbour has been created by an artificial breakwater. Excursions give distant views of impressive scenery, peeps into the craters of volcanoes, close views of rich flowers and foliage and of lakes high above the level of the sea.

Hotels:—At Ponta Delgada: Hotel "Terra Nostra." At Furnas (Hot Springs): Hotel "Terra Nostra" at Santa Marie Airport: "Hotel Terra Nostra." Cables:—Europe and Azores Telegraph Co., Ltd., Electra House.
Brown's "Madeira, Canary Islands, and Azores" (Simpkins, 7s. 6d.) gives detailed information.

ISLANDS AND ROCKS.

St. Paul's Rocks, in lat. 00.55 N., long. 29.23 W., lie near the route of steamers between Europe and Brazil. They are a group of guano-covered volcanic rocks about a quarter of a mile in extent, rising in height to about 67 ft.

Fernando Noronha, an island in lat. 3.50 S., long. 32.25 W., may be sighted on the voyage from Europe. It belongs to Brazil, and is used as a penal settlement for the State of Pernambuco. It is inhabited by some 700-800 convicts and the necessary military force, making a total of about 2,000. It has a cable and wireless station, and is sometimes used as a landing point for aeroplane flights from Europe to South America.

BERMUDAS.

This group of coral islands, less than 700 miles from New York, lies upon routes followed by steamers of the P.S.N. Co., between Liverpool and Valparaiso, and Royal Mail Line vessels between London and Vancouver. Bermuda is served from New York by a weekly service (augmented during the summer and winter seasons)

of the Furness Bermuda Line.

There are altogether 360 islands and islets, about a score of which are inhabited. They form an area of slightly over 19 square miles, and have a civilian population of just under 40,000. The equable climate, 60-80 deg. F., according to season, is a great attraction, and their natural beauty, restful atmosphere, residential comforts, and opportunities for sport have contributed to make the Bermudas the holiday resort of an increasing number. There are two holiday seasons, the Winter season, from middle December to middle of May; and the Summer season, from middle July to the end of October. Its House of Assembly ranks next in point of age to the House of Commons. Bermuda is served by British Overseas Airways Corporation, Pan American Airways, Colonial Airlines, and Trans-Canada Airlines.

Governor: - Lieut.-Gen. Sir Alexander Hood, G.B.E., K.C.B.

Hamilton, the capital, is approached by a narrow channel threading a series of protecting reefs. The water is brilliantly clear, the shore greenery is vivid, and although there are no high hills the contour is pleasantly varied. The town is laid out geometrically upon rising ground. A public square near the wharf contains the principal public buildings. A cathedral in the Gothic style; Cedar Avenue; Mount Langton and Victoria Park are within easy distance of the water front. There is a fine aquarium, and the Crystal and Leamington Caves are well worth visiting.

The roads are good. Motor-cars are no longer prohibited, and horse conveyances and cycles can be hired. Ferry steamers ply to Ireland Island (occasionally) to Somerset, Paget, and Warwick, but the Island of St. David's is connected with the mainland by a bridge. St. George's, the former capital, is rich in Colonial tradition. Motor-boats and sailing craft can be hired. Motor buses bring many

outlying points of interest within easy reach.

Hotels.							Rate.	
Belmont		Single ro	om	with	bath		 \$12/24	(Amer.)
Bermudiana		9.9	2.2	22	22		 \$13/18	(Mod. Amer.)
Cambridge Beach	hes	2.2	2.2	with	out bath	\$10/12	 \$16/22	(Amer.
Castle Harbour		22	2.3	with	bath		 \$14/20	(Mod. Amer.)
Eagles Nest		99 '	2.2	,,	22		 \$8.50/15	(Amer.)
Elbow Beach		3.3	2.2	,,	22		 \$17/19	(Amer.)
Harmony Hall		22	22	with	out bath	\$12	 \$16/20	(Amer.)
Inverurie		9.9	22	22	,,	\$12/14	 \$16/20	(Amer.)
New Windsor		22	2.2	22		\$7	 \$10	(Amer.)
Princess		22	52	with			 \$17/20	(Amer.)
St. George		,,	22		out bath		 \$12/20	(Mod. Amer.)
			\$2.	795 =	= £ ster	ling.		

Cables:—Cable and Wireless (West Indies) Ltd., Front Street, Hamilton.

Royal Mail Lines Agency:—Harnett & Richardson, 26 Front Street, P.O.

Box 147.

BAHAMAS.

This archipelago of islands, islets, and rocks, stretches from a point 40 miles off the coast of Florida south-eastward 700 miles to the north of Cuba and Haiti. The land surface is about half that of Wales. Twenty-five of the islands are inhabited, including New Providence, Grand Bahama, Abaco, Andros, Eleuthera, Exuma, Harbour Island, Inagua, Mayaguana, San Salvador or Watling's, Cat Island, Long Island, Crooked Island, Acklins, Rum Cay, Long Cay, Ragged Island, and the Biminis. Andros (100 by 40 miles) is the largest, and New Providence, on which stands the capital, the most populous. Watling's Island was the first land touched by Columbus upon his voyage of discovery (October 12, 1492).

The formation is of wind-blown coral sand, and the land is nowhere over 400 ft. high. The climate is healthy, and from December to May delightful. The Gulf Stream maintains a temperature above 50° F. minimum. The winds are seldom of gale force, and the rains occur chiefly from mid-May to mid-November. The rock is porous, and the dews sustain vegetation. The population of New Providence

is 29,391. Total population of the islands is 81,000.

Tomatoes are grown in increasing quantity, and, together with yellow pine, turtle shell, and sisal hemp are among the chief articles of export. Cascarilla bark, lignum vitae, and other woods and conch shells are exported.

Governor and Commander in Chief: -Lord Ranfurly.

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Nassau (20,000 population), upon New Providence Island, is the capital. Brilliant in sea and sky, with white roads and houses, magnificent trees and voluptuous flowers, the city is strikingly beautiful. Ships of suitable draught enter a large turning-basin and lie alongside the Government wharf through a channel with a minimum depth of 25 ft.

Bay Street, parallel with the harbour, has good shops. Fort Fincastle stands on a height behind the town. Government House, standing in 20 acres of beautiful grounds, is prominent on Mount Fitzwilliam. Visitors pass in glass-bottomed boats over a wonderful

submarine garden, and visit the historic forts.

Sea bathing and fishing are of the best, and there are golf, tennis, sailing, and other clubs. The regular service of ferry steamers from Miami (Florida) is increased during the winter season.

Hotels:— Address.
British Colonial .. Bay & Marlborough St.
Royal Victoria .. Parliament & Shirley St.
Fort Montagu Beach East Bay Street.
Lucerne . . . Frederick Street.
Royal Elizabeth .. Bay Street

Hotels:— Address.
Prince George . Bay Street.
Parliament Hotel Parliament St.
Drake Hotel . West Bay St.
Carlton House . East Street.
In Construction—Cable Beach.

Shipping:—There is a regular passenger service from Liverpool, New York, Miami, Fla, Bermuda, and Jamaica to Nassau.

Royal Mail Lines Agency:—R. H. Curry & Co., Ltd., 303 Bay Street, P.O. Box 168.

Air Services to the Mainland: Pan American, Trans-Canada, British Overseas Airways Corporation, and the MACKEY Air Lines. To and from the U.K., Bermuda and Kingston: B.O.A.C.

JAMAICA.

There is a regular passenger service between the United Kingdom and Jamaica. In addition to M.V. "Reina del Pacifico" of the Pacific Steam Navigation Company, Messrs. Elders & Fyffes Ltd., operate three passenger vessels, the Jamaica Direct Fruit Line Ltd., one, and Jamaica Banana Producers' Association, two. The French Line also serves Jamaica. There are direct air services from England, Canada, the U.S.A., the West Indies, Central and South America.

Jamaica is the largest island in the British West Indies. It lies 4,000 miles from England, 540 from the Panamá Canal, 90 miles south of Cuba, and 454 miles north of Cartagena (Colombia). Its area is 4,500 square miles: about two-thirds that of Yorkshire;

it is 144 miles long; the population is 1,471,624.

Jamaica is known as the Isle of Springs, because of its numerous waterfalls and springs. The vegetation is luxuriant, the scenery magnificent and impressive. It is possible to explore the whole of the Island, through miles of sugar cane, coconut grove, and fascinating mountain scenery by car along the many shady and well graded roads. The Blue Mountains rise to 7,402 ft., and the "Peak" is quite easily reached by mule back.

The tropical heat at sea-level is tempered by consistent day and night breezes. In the mountainous interior the temperature is as low as 45° F. on winter nights and 75° F. on summer days. May

and October are the rainy months.

Governor: -Sir Hugh Foot, K.C.M.G., K.C.V.O., O.B.E.

• HOTEL MONA Liguanea P.O., Jamaica, B.W.I.



Exclusive—yet reasonably priced

Magnificently situated in spacious grounds 650 feet above sea level in the cool foothills of the Blue Mountains. Only 5 miles from Kingston with transportation available, adjoining Hope Botanical Gardens and conveniently located near golf clubs, cinemas, etc.

Private swimming pool and tennis court, and the finest beach on the South Coast is exclusive to guests—parties arranged on request. All bedrooms, most of which are in separate cottages, have private bathrooms. Cars to Kingston daily; and to beach once weekly during high season January 16th—April 17th, this is included in the rates which may be had on application to the Mona Hotel.



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Jamaica has five resort areas:

Kingston, the largest town on the British West Indies, has, including the Corporate area of Port Royal and St. Andrew, a population of 314,448. The harbour is most beautiful, and deep water allows ocean liners to berth alongside the many wharves. There is excellent fishing, golf, and tennis, and bathing facilities at the Myrtle Bank hotel.

The city is laid out in rectangles. The main thoroughfare from the water front is King Street, which leads to Victoria Park and

beyond. It contains many of the principal buildings.

Trains run to Spanish Town, which was the former capital, or to Port Antonio, one of the chief seats of the fruit industry; also to Montego Bay and other towns. The railway system serves a large part of the island, and all parts are accessible by excellent motor roads. Prolonged excursions into the mountains can be arranged.

Port Royal, rich in historic memories, can be reached by War Department launch, or by a grand motor road running through the Palisadoes, a distance of 16 miles. Nelson's quarters can be inspected.

Mandeville, with its mountains and the adjacent South Coast, is the chief town of the Parish of Manchester, and a favourite hill resort. With its "Green" it has been compared to an English village and much of the scenery around is reminiscent of Devonshire or Connecticut. There are interesting trips to Christiana (about 2,800 ft.), Alligator Pond on the South Coast, the Santa Cruz Mountains (Malvern, etc.), the Bamboo Avenue at Lacovia, and other places.

Montego Bay and the North West Coast. The "Doctor's Cave" or White Sands bathing beach ranks among the world's most attractive beaches. Special features for sea and sun bathing generally are the ideal temperature throughout the whole year, and the clearness of the water. Montego Bay has hotels right on the water front and others at elevations up to about 500 feet commanding superb views; it is a centre for attractive excursions and is one of the chief resorts in the tropics.

Ocho Rios and Central North Coast is another part of Jamaica frequented as a resort; it embraces the coast-line of St. Mary, St. Ann and Trelawny and its hinterland. This area has some delightful scenery, including the Fern Gully, Dunn's River Falls, and Palmfringed coves, and such historic places as Discovery Bay and Runaway Bay. Recent developments in this area include both large and small modern hotels; accommodation can be had in old country and planter's guest houses also.

Port Antonio and the North East Coast. One of the favourite spots in the early days for tourist visitors from Northern lands, this section is rich in tropical plant life. Gliding over the rapids of the Rio Grande, on a bamboo raft, near Port Antonio, is an exhilarating experience. Not far away is the "Blue Lagoon," and up country are Jamaica's highest mountains. This is also a centre for deep-sea fishing.

Exports, 1952—£17,300,000. Imports—£36,123,000. Exports:—The main exports are sugar, rum, bananas, cigars, coffee, spices.

IN THE WEST INDIES MEN WEAR



MOYGASHEL
PURE CREASE-RESISTING LINENS

'Moygashel' is the registered brand name of fabrics manufactured by:
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AND LONDON, ENGLAND.

cacao, citrus and citrus juices, bauxite and essential oils. Sugar and bananas make up 57 per cent. of the exports by value.

Sugar production in 1952-53 was 328,134 tons. Local consumption is 62,000

tons. Cables :- Cables and Wireless (West Indies) Ltd., 8, Port Royal Street.

There is a radio-telephone service between Kingston and St. Andrews and the greater part of the world.

The Jamaica Chamber of Commerce and Merchants Exchange :- Bank of Nova Scotia Buildings, Kingston. British Trade Commissioner: -- Royal Mail Building.

Hotels: - There are numerous hotels and boarding houses at Kingston and other

Royal Mail Lines, Ltd.:—8 Port Royal Street, P.O. Box 44.
Particulars can be had from the Tourist Trade Development Board, Kingston.
(For announcements of business houses see also the later section, "LOCAL CLASSIFIED ADVERTISEMENTS."

HISPANIOLA.

The island shared by the independent Republic of Haiti and the Dominican Republic has a total area of 30,401 square miles. It is the next in size to Cuba and the islands of the Greater Antilles (West Indies). Haiti means "mountainous" in the aboriginal tongue and describes the general character of the island, although extensive plains stretch between the forest-clad mountains. The island is well-watered, fertile, healthy, and has a tropical climate tempered by sea breezes.

The Dominican Republic, in the eastern part of the island of Hispaniola (19,322 square miles), was formed as an independent state in 1844. Its population in 1951 was 2,121,083. Sugar, cocoa, coffee, rice, molasses, maize, yuca starch, placer gold, and tobacco are the chief products. There are about 1,896 miles of motor highways.

The main exports are sugar, molasses, cacao, coffee, lumber, maize, bananas, iron ore, rock salt and gypsum; during recent years cattle feed, meat, eggs, straw hats, chocolate and hides have been added. Imports are mainly of manufactured products.

Sugar production in 1951-52 was 588,189 m. tons. British Ambassador and Consul-General at Ciudad Trujillo: H. R. D. Gybbon-

Ambassador Extraordinary and Plenipotentiary (London):—Lic. Luis Logroño Cohen. There are Consular representatives at Nottingham, Cardiff, Glasgow, Grimsby, Liverpool, Manchester, and Belfast.

Ciudad Trujillo, District of Santo Domingo, the capital of the Dominican Republic, with a population given in the census of 1951 as 181,533, is also the chief seaport. It has cargo and passenger steamer service with the U.K., New York, New Orleans, Puerto Rico, Venezuela, Jamaica, Curação, and connections with Cuba, Aruba, and all the Americas. It has several fine buildings of the colonial epoch, such as the Cathedral (1524-1540), which contains in an ornate tomb the body of Christopher Colombus. There are besides, several splendid ruins, such as the Alcázar de Colon; and San Nicolas, the first stone-built hospital in the Americas. There are fine avenues, especially Avenida George Washington, Avenida Independencía, and Avenida Bolívar. Among the attractive parks are Parque Independencía, Parque Ramfis, and the zoological gardens, newly built. The city is progressive and is growing fast. Many outstanding public buildings have been constructed recently.

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YOKER, GLASGOW

BRONZE PROPELLERS of all sizes

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SHIPS' WINDOWS for all classes and

types of ships

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Calle Moreno, 1734
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VALPARAISO, CONCEPCION and CALLAO.

Head Office and Factory—
PORT GLASGOW, Scotland

There are air services to all the Americas.

Santiago, San Pedro de Macorís, Puerto Plata, and San Cristóbal are the most considerable of the Dominican towns.

All America Cables and Radio, Inc.:—Calle de Arzobispo Merino 63.
Branch office: Hotel Jaragua.
Royal Mail Lines Agency:—Frederick Schad, C. por A. Arzobispo Meriño 1,

P.O. Box 243.

otels :- (with foo	d).		Address.		Per day. RD\$.
Iaragua			Ave. George Washing	ton	15.00 up
Colon			E. Tejera, 17		7.00 ,,
Frances			Calle Mercedes		4.00 ,,
Presidente			Plaza Independencia		7.00 ,,
Victoria			Calle 19 de Marzo		7.00 ,,
Fausto			Ave. Independencia	* *	7.00 ,,
Europa			E. Tejera 19		4.00 ,,
America			Calle Colon II		4.00 ,,
Gazcue			Av. Bolivar 112		8.00 ,,
Hotels out	side the	e capita	1:		
Montaña			Jarabacoa		9.00 ,,
Hamaca			Boca Chica (Beach H	otel)	10.00 ,,
San Cristoba	1		San Cristobal		9.00 ,,
Mercedes			Santiago de los Cabal	leros	4.00 ,,
Jimani			Jimani		8.00 ,,
Maguana			San Juan de la Magu	ana	8.00 ,,

The Republic of Haiti, forming the western third of the island, has an area of 10,200 square miles and a population estimated at 3.5 millions. French is the official language, but the common speech of all classes is a Creole patois. Most people speak both. The climate is hot but never suffocatingly so. The Capital is perpetually cooled by the breeze which blows in the morning from the sea to the land and in the evening from the land to the sea. Haiti is the most mountainous country in the Caribbean, but it is protected by nature against hurricanes.

The monetary unit is the Gourde, equal to 20 cents, U.S. currency. There is no exchange control. Weights and measures are computed

on the metric system.

No passport or visa is necessary for American tourists whose stay in Haiti does not exceed 8 days. If applied for, an extension is given.

There are prospects of a large increase in agriculture. Coffee. cotton, and logwood grow semi-wild, sugar is grown and refined, cocoa, castor beans, and lignum vitae are exported, and tobacco and banana growing have been successful. The natives work sisal into handbags, shoes and slippers for export. There are over 1,500 miles of motor roads, on some of which motor-buses run regularly.

The main exports are coffee, cotton, sugar, bananas and sisal.

Exports during the fiscal year ended September 30, 1951, were 247,978,228

gourdes, and imports were 222,585,136 gourdes.

Port au Prince, capital and chief port of Haiti, population 142,840, has an excellent natural harbour with 30 ft. of water alongside wharf. Paving and drainage has been modernized, and the city has been otherwise improved in recent years. An asphalt road leads to Petionville (Restaurant La Picardie, Hotels Ibo Lélé and El Rancho), 6 miles from Port-au-Prince and 1,500 feet above sealevel. A good asphalt road, 10 miles long, runs from Petionville to the holiday resort of Kenscoff (Hotel Dereix, Hotel Florville, Chalet des Fleurs), 4,500 feet above sea-level, and where climatic conditions are excellent all the year round.

Port-au-Prince is set at the further end of a beautiful deep horseshoe bay, with high mountains behind and a small island across the bay protecting it from high seas and tidal waves. The town is built in the form of an amphitheatre. In the lower part, at sea level, is concentrated the business section; on the heights are the private houses, generally surrounded by shady gardens. The heat is some degrees less at several summer resorts easily reached from the city.

There are numerous clubs—the Turgeau Club; society clubs, such as the Bellevue, the Port-au-Princien, and the Ambassadeur; and sports clubs, the most notable of which is the Thorland. A few kilometres from Port-au-Prince is a beautiful and shaded spot quickly reached by way of a magnificent foreshore road. It has

tennis courts, a swimming pool, sea bathing, etc.

British Ambassador at Port-au-Prince: David Jarvis Mill Irving. Hotels:—Ibo Lélé; El Rancho; Roosevelt; La Citadelle; Splendide; Oloffson; Sans Souci; Aux Caraibes and a number of smaller hotels.

All America Cables and Radio, Inc.:—170 Avenue du President Trujillo.

RCA Communications, Inc., Rues Peron et Courbe.

Cap Haiten, 170 miles from the capital, is the second city. Sight-seers should visit "The Citadel," a few miles from Cap Haiten. It was built by King Cristophe, in the 1800's. Cayes and Jacmel are the most important ports on the south coast.

CURAÇÃO.

Curação is the largest and most important of the six islands of the Netherlands Antilles in the Caribbean Sea. It is one of the

'

CENTRIFUGAL PUMPS

for ALL LAND AND MARINE DUTIES

AGENT: REGINALD AITKEN, 124. Tower Street, Coronation Buildings, KINGSTON, JAMAICA,



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STEAMSHIP AND INSURANCE AGENTS.
Partner and Managing Director: R. R. MUSKUS.

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Royal Mail Lines, Limited, London. Furness, Withy & Co., Ltd., London.

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Royal Insurance Company, Ltd., Liverpool. American Bureau of Shipping, New York.

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Registro Italiano Navale, Genova. And many other important Companies.

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Ship Chandlers and Sole Importers and Agents for

John Crabbie Whisky. Loitens Aquavit. "Z.H.B." Beer. Frydenlunds Beer.
"Piet Hein" Gin.
"Graaf Egbert" Cigars.

King's Liqueur Whisky.

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WILLEMSTAD, GURAGAO, N.A. Cable Address: "Madurosons Curacao"
AGENTS FOR SHIPPING AND AVIATION COMPANIES.

TRAVEL BUREAU. Member of IATA and ASTA. Agents of American Express Co.
Marine Bunker Oils and Marine Lubricating Oils Suppliers
AMEROID Water treatment and Fuel Oil Sludge Remover

Owners of Wharves: Standard, N. J. (Esso) and Shell Fuel Bunker fuel oil delivered ex pipe line from wharves at any time of day, night, Sundays or holidays.

Handling and warehousing of transhipment cargoes.

At Aruba: Address: S.E.I. Maduro & Sons (Aruba), Iuc., Oranjestad, Aruba, Cable Address: Madurosons, Aruba.

At Caracas: Address: Cia. Ana Venezolana Selmaduro, Esq. Veroes, Edificio "America," Apartado 3666, Caracas. Cable Address: Maduroven, Caracas.

LA CASA AMARILLA, INC.

(The Yellow House) CURAÇAO, N.A.

French and British Perfumes of the leading brands.

Agents for GUERLAIN, Paris — YARDLEY, London.

Orientals, Curios, Novelties, Ladies' Dresses, Gent's Suits.

The World's most renowned brands of Liquors and Liqueurs. Facilities for sales of Liquors in Bond, delivered to the ship, free of extra charges.

SAVE TIME AND MONEY VISITING FIRST "THE YELLOW HOUSE."

group of the Netherlands Leeward islands: Curação, Aruba, and Bonaire. The second group is formed by the Netherlands Windward islands: Saba, St. Eustatius, and part of St. Martin. The population

of the 6 islands is 175,667.

Curaçao has a length of 40 miles and an area of 173 square miles. It lies 40 miles off the Venezuelan coast. The population is 110,563, consisting of many different nationalities. Coral reefs surround the island, which is more interesting than might be supposed. It is hilly; the vegetation is scanty in spite of fertile soil, and the rainfall very deficient. Average temperature from December to March is about 80 degrees. The official language is Dutch, but the people of Curaçao have a language of their own, Papiamento. This is a multi-lingualism closely related to Spanish; it has many Portuguese words, as well as Dutch linguistic elements. Spanish and English are both widely spoken by the educated classes. The territory is administered much on the same lines as Surinam (Dutch Guiana).

The main industries are oil refining and phosphatic rock mining. Curação also exports dividivi (for tanning), aloes, hides, skins, panamá straw hats, crude salt and orange peel (for making the

well-known Curação liqueurs.

Willemstad, capital of the Netherlands West Indian Territory and of the island of Curação, population 44,062, vividly recalls Holland in its architecture. Quaint seventeenth century Dutch gabled houses are picturesque. The oldest part of Willemstad, and incidentally the shopping centre, is called Punda. Many of the streets in this shopping district are but fifteen feet wide, but they are lined with shops worthy of much larger cities. The residential sections of Scharloo and Pietermaai lie behind Punda. Across the entrance of the harbour, on the western side, is Otrabanda, connected with the town by a pontoon bridge. Willemstad has one of the finest harbours in the West Indies. It consists of a long channel (St. Anna Bay) which ends in a very large bay (Schottegat), and sufficient deep water is available for the largest ocean-going steamers. There are modern wharves for docking a great number of large vessels simultaneously. Ocean-going vessels use Willemstad harbour for their cargo and passenger operations and for bunkering. Caracas Bay harbour, where the largest vessels afloat can be accommodated, is used principally for loading tankers and for bunkering vessels which call for that single purpose.

John Henderson (Curacao) Co., Ltd.

Offices & Warehouses---EMMASTAD, CURACAO, N.A.

ALL SHIP STORE REQUIREMENTS
COLD STORAGE PLANTS, BONDED WAREHOUSES, Etc.

Telegrams: Hendersons Curacao.

Head Office:

23 & 25 Billiter Street, LONDON E.C.3.

Telephones: Curacao Head Office— Isla: 2250, 2251, 2253.

Shipstore-Isla: 2254.

The growth and prosperity of Curação date from 1916, when an oil refinery was built by the Royal Dutch Shell to crack the crude oil from Venezuela. This refinery is one of the largest in existence. A separate town for part of its 1,500 staff employees has been given the name of Emmastad. Other residential quarters are at Rio Canario and Julianadorp. There are also special residential districts for part of its 8,500 labourers.

Curação is a regular port of call for a great many steamship lines and carries on an extensive trade. Besides importing for its own needs, it is the principal port of transhipment of both passengers and cargo in many directions, principally to and from the rich

districts around the Lake of Maracaibo in Venezuela.

Willemstad has a cable office (American) and Government wireless stations, ensuring rapid and efficient telegraphic communication with all parts of the world and with ocean-going vessels. Pilotage and wharf dues are the only port charges. Being practically a free port, Willemstad is the shopping centre of the surrounding countries and of transit passengers. It is a great tourist centre, especially for Americans.

The export of mineral oils from Curação and Aruba make the Dutch West Indies the first among the world's oil exporting countries.

Points of Interest:—Carácas Bay, noted for its scenery, with old fortresses and quarantine buildings; HATO aerodrome; Piscadera Bay Club, a bathing resort (a special permit must be obtained from the shipping agencies). Shopping: perfumes, silks, curios, etc. Motor-cars can be hired at reasonable charges. At the Curaçaose Museum, amongst the geological and art exhibits, is a remarkable

MORRIS E. CURIEL & SONS, INC. CURACAO, N.A.

Cable Address: "Morris Curacao"

Import and Export — Wholesale — Representations.

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Distributors of CHESTERFIELD Cigarettes—Schlitz Beer, Insurance Dept. (Life, Accident, Fire, Marine).

Affiliates: Morris E. Curiel & Sons, S.A., Caracas and Maracaibo (Venezuela).
Aruba Trading Company, Aruba N.A.
La Casa Amarilla Inc. (The Yellow House) Curacao, N.A.

CURACAO TRADING COMPANY, S.A. CURACAO, N.A.

CABLE ADDRESS { General: CURTRADING CURACAO. Commercial Department: INDUSTRIE CURACAO. Shipping Department: INDUSHIP CURACAO.

NATURE OF BUSINESS:

Importers and Exporters.

Steamship, Schooner, Airline and Insurance Agents.

Owners of Warehouses and Wharves with bunker facilities.

Suppliers of Ships, Building and Hardware Materials.

"Carillon" consisting of 46 small clocks, made locally in honour of the writers and artists of Curação. Hotels:—Americano, at Otrabanda (from 22.50 guilders); Piscadera Bay Club (from 15 guilders); Park, at Otrabanda, (from 15 guilders); Avila (from 15 guilders); Trianon (from 12 guilders); Pasanggrahan (from 12½ guilders). Rates include meals. (£1 = 5.26 guilders).

British Consul:—C. W. Hirschberg. Vice-Consuls: A. T. Bates; R. C.

Andrew.

All America Cables and Radio, Inc.:—14 Handelskade. Government Wireless Office: Handelskade 6; Wilhelminaplun, C.W.Z. building, and at Hotel

Alrjort.

Banks:—Hollandsche Bank-Unie N.V., Heerenstraat 3. Maduro and Curiel's Bank, de Ruyterplein, Edward, Henriquez & Co., Bank.

Air Services:—K.L.M., to New York, Glasgow and Amsterdam; to Miami; to Canada; to Colombia, Costa Rica, Guadeloupe, Nicaragua, Salvador, Venezuela, Surinam, British Guiana, Dominican Republic, Haiti, Jamaica, Cuba, Trinidad, Panamá, Guatemala, Mexico, Aruba, Bonaire, and St. Martin. PANAM to Miami. Cuba, Colombia, Panamá, Costa Rica, Trinidad, Venezuela, and Puerto Rico. Linea Aeropostal Venezolana. daily service to Caracas and back.

Royal Mail Lines Agency: Firma C.S. Gorsira, J. P., E3., Helfrich Plein

Corner/Breedestraat, P.O. Box 161.

Because of the Venezuelan oilfield the island of Aruba is also of great importance. The Lago Refinery at St. Nicolas (Esso Group) is one of the largest in the world. The Eagle Oil (Shell Group) refinery at Orangestad is comparatively small. The total population of Aruba is about 56,206. There are regular steamer and air services between Aruba, Maracaibo, and Curacao.

Hotel:—Strand (17.50 guilders). British Consul:—At Aruba: W. M. Guthrie.

All America Cables and Radio, Inc.: -Nassaustraat, 333, also Government Wireless Office.

Banks:—Hollandsche Bank-Unie N.V., Oranjestad, Nassaustraat, 92. Aruba Bank, N.V. Aruba Commercial Bank Ltd.

(For business announcements see section, LOCAL CLASSIFIED ADVERTISEMENTS.)

BARBADOS.

Barbados, which gets its name from the numerous bearded fig trees, is the most easterly of the West Indian islands. Its area of 166 square miles makes it a little larger than the Isle of Wight. island is shaped like a pear, with the pointed end to the north. Its greatest length is 21 miles and its extreme width 14. Within this small compass there is a great variety of hill, valley, and tableland. One deep valley cuts the island in two, the largest part being to the north, with Mount Hillaby (1,104 feet), at its centre. The rivers are small, but are much swollen during the rains. The island is healthy, for the heat is greatly tempered by trade winds, and the weather is never oppressive except during the summer and autumn. The population is 219,015.

Sugar is the staple product, 60 per cent. of the acreage being under cane. Barbados sugar has its own distinctive quality, no less than that of Demerara. products are cotton, rum, molasses, and tamarinds. Barbados has a considerable transit trade, being in some respects the central mart for all the Windward

Islands. Sugar production was 160,752 tons in 1952-53. Exports: 1952: \$39,950,062 F.O.B. Imports: \$54,199.544.

Bridgetown, the capital, with a population of over 50,000, is on Carlisle Bay, an open roadstead exposed to the wind from the south and south-west, but there is an inner harbour protected by the Mole Steamer passengers go ashore by launch or boat (charge by shore boats is. 6d. per head, luggage 6d. per package). The main thoroughfare extends from Beckwith Place to Trafalgar Square,

where are the chief public buildings, the cathedral, and a statue to Nelson. Government House and the house occupied by George Washington are interesting, but not open to the public. The market in Cheapside is at its best on Saturday nights. Buses run at quarter-hour intervals from Probyn Street to the out-districts. The Information Bureaus at the Baggage Warehouse and at Seawell Airport are most helpful about places of interest, hotels, taxi fares, etc.

Motor-cars can be taken for Hackleton's cliff (997 ft.), where there is a view of the northern hills; or to St. John's Church (824 ft.), to see the Windward coast and other points. Codrington College (affiliated to the University of Durham) is interesting.

Visitors can see the manufacture of sugar at the larger factories, such as Searles, Foursquare, Bulkeley, or Carrington. The noted Barbadian rum is made at Mount Gay, parish of Saint Lucy.

Governor:—Brigadier Sir Robert Duncan Harris Arundell, K.C.M.G., O.B.E. Cable Offices:—Cable and Wireless (West Indies) Ltd., B.M.L.A. Buildings, Beckwith Place, Bridgetown.

Aquatic Club:—Visitors are admitted at a nominal subscription to the Barbados Aquatic Club, situated on the Harbour, and may take part in swimming, yachting,

dancing and games.

Golf:—The Rockley Golf and Country Club have an excellent 9-hole course and a splendid Club House, to which visitors are cordially invited. Special subscription rates per day or per week.

Air Service:—B.W.I. Airways have service to Trinidad, Antigua, Puerto Rico, the Dominican Republic, and Miami (Florida). Both B.W.I.A. and the Venezuelan LAV fly between Barbados and Venezuela.

Hotels :—				Address.		Winter: Nov. 1— April 30.			
Marine					Hastings			\$25.00	and up.
Windsor					Hastings			\$22.00	
Hastings		5.4		* *	Hastings			\$16.00	
Royal-on-S	ea	• •			Hastings				and up.
Crane Ocean Viev		* *			St. Philip	* *	* *	\$20.00	
Ocean viev	V			8.84	Hastings		* *	\$24.00	and up.

Rates are for double room with bath. Rates for single rooms are about half. They include food and service, and are lower in summer.

PUERTO RICO.

Puerto Rico, the eastermost and smallest of the Greater Antilles, was ceded by Spain to the United States after the Spanish American War in 1898. The Island is served by direct steamship lines between insular ports and the ports of New York, Baltimore, New Orleans, Portland and Seattle, and the principal ports of Western Europe and South America.

Six airlines have been licensed to operate in the Puerto Rican trade; Pan American Airways, on which San Juan, the capital of Puerto Rico, is a division point on the route from Miami, Florida, southward to Buenos Aires; Eastern Airlines, which operates between Miami and San Juan and New York and San Juan; Caribbean Airlines, which flies between San Juan and the Virgin Islands, maintains services between the islands and within the island of Puerto Rico; Air France, which flies to Martinique; British West Indian Airways, which flies the Trinidad—San Juan—Miami route; and Iberia Air Lines, flying between Madrid and San Juan.

San Juan is 1,399 air miles from New York, 963 air miles from

Key West, Florida. Total area of Puerto Rico is 3,435 square miles, of which some 2,000,000 acres have been segregated into private property holdings. Total arable land on which regular production is maintained amounts to approximately 870,000 acres.

The population of Puerto Rico at the end of 1949 was 2,500,000. The population is of both Spanish and African negro descent, with the inhabitants of white Spanish ancestry considerably outnumbering those of negro ancestry. The language of the people of Puerto Rico is Spanish, but in the half century since the United States occupied the Island the use of the English language has increased greatly; at the present time approximately 30 per cent. of the population is

bi-lingual for practical purposes.

Puerto Rico is rectangular in shape, being approximately 100 miles long, 35 miles wide. The interior is very mountainous, the highest peak being Cerro Punta in the district of Jayuya; altitude, 4,398 feet. El Yunque Peak, and its environs (3,483 feet) constitute a United States Forest Reserve which has been developed as a tourist resort. Streams are abundant throughout the Island, the annual rainfall varying, from district to district, between about 40 inches and 160 inches. Average summer temperatures in the coastal districts is 78.8 degrees Fahrenheit; average winter temperature is 73.7 degrees. Coolest months are between November and April.

The Island's most important product is sugar. Production for 1952 was 1,372,388 tons. Sugar and its by-products: rum, alcohol, molasses, acetone, butyl alcohol, bay rum, etc., normally accounts for more than 75 per cent. of Puerto Rico's entire export income. Second largest export industry is hand needlework, at which approxi-

mately 65,000 persons are employed.

Tobacco is the second largest agricultural crop; production is about 281,000 quintals. Around 26,400,000 pounds of mountain grown coffee is produced, besides seedling oranges, pineapples, grapefruit, and coconuts, a large part of which are processed in the Island and exported in the form of prepared, dessicated coconut

for the candy and bakery trades.

Chief industrial pursuits, in addition to those already named, are the manufacture of cigars and cigarettes, Ponce cement and Puerto Rico cement, glass bottles, buttons, hair-nets, brewing, carbonated beverages, rare nursery plants, hand-made gloves of both cloth and leather, and hand-made leather and hardwood novelties, fibre, ceramics, textiles and fibre sacking.

San Juan, the capital city and the second largest port in the Caribbean, is a metropolis of 500,000 inhabitants. The approach to its land-locked harbour is guarded by the old battlements of El Morro and San Cristobal fortresses; the first dates from 1538, the latter from the 18th-century. The old city wall still surrounds the old part of the city and some of San Juan's older buildings stand at the edge of cliffs which drop 300 feet into the sea. La Fortaleza, official residence of the Governor; Casa Blanca, official residence of the Commander of the United States forces in the Antilles; San Juan Cathedral; the Church of St. Louis and several other buildings still in use date back to the first half of the 16th century. Ponce de León, first Governor of Puerto Rico and the discoverer of Florida, on the North American mainland, is buried in the Cathedral. The Capitol, seat of the Insular Legislature's House of Representatives and Senate, and of the Supreme Court, is an imposing building of white Georgia marble.

The Church of San Jose, in San Juan, is the oldest church in constant use in the Western Hemisphere. It was built in 1522 and

is in a state of remarkable preservation.

The Puerto Rico Visitors Bureau is an agency of the Commonwealth of Puerto

Rico which is ready to help the traveller during his visit.

Hotels:—Caribe-Hilton, Condado Beach, La Rada, Normandie, Palace, Capitol. Escambrón Beach, and Columbus Hotel (in San Juan); Melia (in Ponce); Coamo Springs (in Coamo); Jagueyes (in Aguas Buenas); La Parguera (in La Parguera, near Lajas); Castillo Hall and El Oasis (in San Germán); La Palma (in Mayaguez); Borinquen Country Club (in Aguadilla); El Barranquitas (in Barranquitas).

Banks:—The National City Bank of New York, The Chase National Bank of New York, The Royal Bank of Canada, The Bank of Nova Scotia, The Crédito y Ahorro Ponceño, The Banco Popular de Puerto Rico, The Banco de Ponce, The Credit Sayings Bank.

Credit Savings Bank.

Cables:—All America Cables & Radio, Inc., 2 Tanca St., also Ponce and Mayaguez; R.C.A. Communications (San Juan, Ponce, Mayaguez), Cable and Wireless (West Indies) Ltd., 1-3 Comercio Street, San Juan.

Royal Mail Lines Agency:—F. Imbert, P.O. Box 2265.

Ponce, Puerto Rico's second largest city on the South Coast, is a growing city of 126,810 inhabitants and is the commercial and shipping centre of one of the Caribbean's richest sugar producing areas. Near Ponce, the mineral springs and hotel at Coamo Springs, are a favourite attraction for visitors. Ponce is connected by motor, rail and air with the rest of the Island. The motor trip between San Juan and Ponce, crossing the central mountain range at an altitude of over 2,000 feet, is one of the most beautiful drives in the Caribbean (time: about 3 hours).

Cables :- All America Cables & Radio, Inc.; Calles Mayor y Comercio.

TRINIDAD.

The Island lies upon the route between New York, Brazil and the River Plate and is the most southerly and next to Jamaica the largest of the British West Indian Islands. Some 10 degrees north of the Equator it is separated by seven miles from the Venezuelan coast by the Gulf of Paria. Trinidad was discovered on July 31st, 1498, by Christopher Columbus, who took possession for the Crown of Spain. It has been colonized continuously since 1577 and been under British rule since 1797, being finally ceded to the British by the Treaty of Amiens in 1802. The nearby Island of Tobago (since 1899 a Ward of the United Colony of Trinidad and Tobago) lies off the north east corner of Trinidad. It is 26 miles long and 78 miles wide with a total area of 116 square miles. Every visitor to Trinidad should also visit Tobago which is extremely beautiful and is believed by many to have been the island Defoe had in mind when he wrote "Robinson Crusoe." There are frequent plane services and the journey from Trinidad to Tobago takes only twenty minutes. For those who prefer to go by sea the Trinidad Government steamers "Trinidad" and "Tobago" run nearly every other day. Tobago was discovered by Columbus on his third voyage in 1498 and has changed hands probably more than any other West Indian Island, being captured and re-captured in turn by Spanish, Dutch, French and English. It was finally ceded to Great Britain in 1814. The chief industries of Tobago are copra, cocoa, livestock, bananas and ground provisions. The forests contain many kinds of hard and soft woods. The bathing and fishing is excellent. On "Little Tobago" nearby is a sanctuary for Birds of Paradise which were imported from New Guinea in 1909.

Trinidad is about 65 miles long and 48 miles broad with an area of about 1,863 square miles. In the north there are densely wooded ranges of hills running east and west, the highest point being Mount Tucuche, 3,100 feet high. The climate is tropical and divided into two seasons, a dry season from January to May and a rainy season from June to December. The average rainfall is 63 inches and the coolest period of the year is from December to April, during which time Trinidad is a favourite resort for tourists. The soil is remarkably rich and the main crops are sugar (152,618 tons in 1952-53), cocoa, coffee, citrus fruits (particularly grapefruit) and coconuts. Rum and molasses are important by-products of sugar. The Angostura Bitters Factory is at Port of Spain where the firm entertains visitors free of charge—within limits. Exports during 1952 were as follows:—

Sugar	129,618	tons	Bananas		2,982,268	lbs.
Coffee	1,850,240	lbs.	Copra		6,276,592	lbs.
	14,084,784		Coconut Oil	100	5,129,061	lbs.
	38,021,648		Honey		22,300	
Rum	251,812		Bitters		66,297	
Grapefruit	68,000		Timbers		116,956	cu. ft.
Grapefruit inice	571.064	i. cals.				

Trinidad's economy, however, is based on petroleum. In 1952 some 36.4 per cent. of the Colony's income came from the petroleum industry. Crude oil production from an average number of 2,407 producing wells amounted to 21,258,000 barrels. Some 17,030,000 barrels of crude oil were imported for refining and re-export from Venezuela and Colombia. Exports amounted to 32,034,000 barrels plus a further 1,844,000 barrels to Canada.

Natural Asphalt is worked from a remarkable Pitch Lake at La Brea, 60 miles by road from Port of Spain. In 1952 exports amounted

to 46,120 tons.

The establishment of new industries in Trinidad plays an increasingly important part in the development of the Island's economy and the Aid to Pioneer Ordinance 1950, No. 13 of 1950, encourages the establishment and development of new industries and makes provision for the granting of certain relief from Customs Duty and Income Tax to persons establishing factories in connection with such industries. Factories now in production, and projected, cover the manufacture of textiles, beer, paints, corks, cement, glass bottles, industrial chemicals, wearing apparel, medicines.

Export figures listed below do not include re-exports.

		EXPORTS.	IMPORTS.
1950	 	 \$167,562,497	 \$168,434,900
1951		 \$207,051,300	 \$218,639,400
TQ52		 \$223.446.400	 \$243,939,900

The foregoing are quoted in British West Indian currency, that is BWI\$4.80 equals £1. sterling.

The estimated population on the 31st December, 1951, was 651,048.

Port of Spain, population about 120,000, with a well sheltered harbour is the Capital. Large vessels can berth alongside the King's

Wharf which is 3,300 feet long with a maximum safe draft of 30 feet. The streets are well planned. The railway station adjoins the wharf. Woodford Square, with the Government Building, or "Red House," and the Anglican and Roman Catholic Cathedrals are near at hand. The Queen's Park Savannah is a pleasure ground in the residential quarter and is easily accessible. The famous Botanic Gardens, together with Government House, lie on the northern side of the Savannah. There is a recently formed and rapidly growing zoo in the Botanic Gardens. There are pleasant drives in the hills round Port of Spain, with striking views of the harbour and the Gulf of Paria. There are also many well organized excursions to such beauty spots as Maracas Bay, Blue Basin, Manzanilla, Mayaro and La Brea. Other places of interest are the Imperial College of Tropical Agriculture, and Gasparee Island with the famous stalactite caves. Visits may also be made to the various oilfields and sugar estates.

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Hotels:	Address.			Per day 1 (inclusive).	Rooms		
Hotel Coblentz	2, Coblentz Av., 67, Dundonald S			\$ 8.00 Up. \$ 6.00	14		
Hotel de Paris	7, Abercromby S	t.,,, ,,	,,	\$ 6.00 ,,	20		
Queens Park Hotel	Savannah,	i. San Fer	nando	\$13.00 ,, \$ 7.00 ,,	135		
Atlantis Beach Hotel	Mayaro			\$ 7.50 ,,	8		
Bel Air Hotel Mt. St. Benedict G'House	Piarco Mt. St. Benedict			\$ 8.00 ,, \$ 5.00 ,,	33		
P.A.A. Guest House	Piarco			\$ 6.00 ,,	54		
Hotels in Tobago:							
Arnos Vale Beach Hotel	Plymouth Scarborough			\$15.00 Up. \$ 7.00 ,,	16		
Blue Haven Hotel Castlegrove Beach Hotel	,,			\$12.00 ,,	25		
Hotel Robinson Crusoe	97 93			0	20		

Steamship and Air services :-

TO AND FROM U.S.A.:

Aerolineas Argentinas, 759 5th Avenue, New York 22. Aerovias Brasil, 244 Biscayne Blvd., Miami, Florida. Alcoa Steamship Co. Inc., 17 Battery Place, New York 4. Argentine State Line, 24 State Street, New York 4.

Argenune State Line, 24 State Street, New York 4.
British Overseas Airways Corpn., 342 Madison Avenue, New York 17; and Columbus Hotel, Miami.
Canadian National Steamship Co., 186 Tremont Street, Boston, Mass.
Furness, West Indies Line, 34 Whitehall Street, New York 4.
K.L.M. Royal Dutch Airlines, 572 5th Avenue, New York 17.
Moore McCormack Lines Inc., 5 Broadway, New York 17.
Pan American World Airways, 80 E. 42nd Street, New York 17.
Royal Netherlands S.S. Co., 25 Broadway, New York 4. Royal Netherlands S.S. Co., 25 Broadway, New York 4.

TO AND FROM CANADA:

Alcoa Steamship Co. Inc., 276 St. James Street West, Montreal. Canadian National Steamship Co., 384 St. James Street West, Montreal. K.L.M. Royal Dutch Airlines, International Aviation Bdg., Montreal. Saguenay Terminals Ltd., 1000 Dominion Square Bdg., Montreal. Trans-Canada Airlines, International Aviation Bdg., Montreal.

TO AND FROM GREAT BRITAIN:

British Overseas Airways Corpn., 72 Regent Street, London. Cie. Generale Transatlantique, 20 Cockspur Street, London S.W.r. Elders & Fyffes Ltd., 15 Stratton St., Piccadilly, London W.I. Harrison Line Ltd., 21 Mincing Lane, London, E.C.3. K.L.M. Royal Dutch Airlines, 202/204 Sloane Street, London S.W.I. Royal Netherlands Steamship Co., 24 Pall Mall, London S.W.I. Saguenay Terminals Ltd. (Agent): 155 Fenchurch Street, London E.C.3. Trans-Canada Airlines, 27 Pall Mall, London S.W.I. TO AND FROM VENEZUELA:

Alcoa Steamship Co. Inc., Edificio Phelps, Veroes a Ibarras, Caracas. British West Indian Airways, Edificio El Conde, Padre a Conde, Caracas. K.L.M. Royal Dutch Airlines, El Silencio, Bloque 1/12, Caracas. Linea Aeropostal Venezolana, Bloque 1, Urbanizacion el Silencio, Caracas. Pan American World Airways, Esquina de Veroes, Caracas.

WEST INDIES:

British West Indian Airways Ltd., 17 Chacon Street, Port of Spain. St. Vincent Government Airservice, 8 St. Vincent Street, Port of Spain.

Cables: Cable & Wireless (West Indies) Ltd., 65 Marine Sq., Port of Spain.

Banks: Barclays Bank (Dominion, Colonial & Overseas) Ltd., Royal Bank of Canada, Canadian Bank of Commerce, Messrs. Gordon, Grant & Co. Ltd.

Consulates are maintained by Belgium, Brazil, Colombia, Cuba, Denmark, Dominican Republic, Ecuador, France, Greece, Guatemala, Haiti, Honduras, Liberia, Mexico, Netherlands, Norway, Panamá, Peru, Portugal, El Salvador, Spain, Sweden, Switzerland, United States of America, Venezuela and Yugoslavia.

H.M. Trade Commissioner: Aubrey R. Starck, O.B.E., Box 225, Port of Spain. Imperial Trade Commissioners:

Canadian Government Trade Commissioner, P.O. Box 125, Port of Spain. Canadaia Government Trade Commissioner, P.O. Box 125, Port of Spain.
Australian Government Trade Commissioner, P.O. Box 642, Port of Spain.
Commissioner for the Government of India, P.O. Box 530, Port of Spain.
Further information about Trinidad and Tobago can be obtained from:
Trinidad: Tourist Board, Port of Spain, Trinidad, B.W.I.
Canada: Trinidad & Tobago Tourist Board, 37 Board of Trade Building,

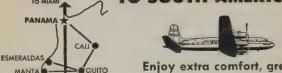
Montreal, Que., Canada.

U.S.A.: Trinidad & Tobago Tourist Board, 122 East 42nd Street, New York 17, U.S.A.
United Kingdom: West India Committee, 40 Norfolk Street, London W.C.2.

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ARGENTINA

n 1		PAGE			PAGE
THE PAMPAS		85	MENDOZA		
IMMIGRATION		89	JOURNEY TO CHILE		141
THE PEOPLE		95	THE "CHACO"		144
COMMUNICATIONS		99	MESOPOTAMIA AND		
CITIES OF THE PAM	PAS	101	MISIONES		147
BUENOS AIRES		103	IGUAZU FALLS		154
BAHIA BLANCA		131	PATAGONIA		157
THE NORTH WEST		133	THE LAKE DISTRICT		161
CORDOBA		136	ECONOMY	. 1.2	- 164
SIERRAS OF CORDOB.		136	Information for		
TUCUMAN	· · ·	138	Visitors		173
SALTA		138	Maps 81, 104,		

ARGENTINA is the eighth largest country in the world, the fourth largest in the Americas, and the second largest in area and population in South America. It covers an area of 1,078,266 square miles, or 29 per cent. the area of Europe; it is 2,150 miles in length from north to south and is, in places, 980 miles wide. Without including the estuary of the Río de la Plata its coast line is about 1,600 miles long. Its western frontier runs along the crest of the high Andes, a formidable barrier between it and Chile. Its neighbours to the north are Bolivia and Paraguay and (in the north-east) Brazil. To the east is Uruguay. Its far southern limit is the Beagle Channel.

Argentina (from the Latin argentum, meaning silver), is not an apt name for the republic, for it has little of that metal. It is variously suggested that the name was coined from the hopes of the early settlers; or that it was called so because the native Indians wore silver ornaments; or that the name given its great estuary—Río de la Plata, silver river—was applied to the whole land.

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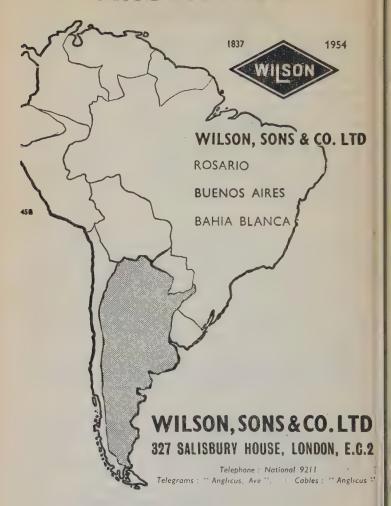
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Argentina is enormously variable both in its types of land and in its climates, which range from the great heats of the Chaco through the pleasant climate of its central pampas to the sub-antarctic cold of the Patagonian south. Argentine geographers usually recognise four main physical areas: the Andes, the North, the Pampas, and Patagonia.

The first division, the Andes, includes the whole length of the Cordilleras, low and deeply glaciated in the Patagonian south, high and dry in the prolongation into north-west Argentina of the Bolivian Altiplano (meaning a high plateau); south of this is the very parched desert and mountain region south of Tucumán and west of Córdoba. The oases in this area strung along the eastern foot of the Andes—Jujuy, Salta, Tucumán, Catamarca, La Rioja, San Juan, Mendoza

and San Rafael—were the first to be colonised by the Spaniards.

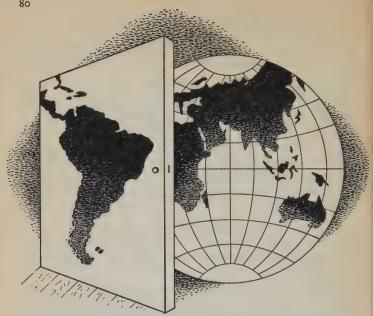
The second division, the North, contains the vast, forested plains of the Chaco and the floodplain and gently rolling land known as the Argentine Mesopotamia lying between the rivers Paraná and Uruguay. In the far north-east a comparatively small area is actually on the great Paraná Plateau.

The third division, the flat rich pampas, takes up the heart of the land. These vast plains lie south of the Chaco, east of the Andes, and north of the Río Colorado. The eastern part, which receives more rain, is usually called the Humid Pampa, and the western part the Dry Pampa. They stretch for hundreds of miles in almost unrelieved monotony.

The final division is Patagonia, the area south of the Río Colorado—a land of arid, wind-swept plateaux cut across by grassed valley bottoms. In the deep south the wind is more boisterous, there is no summer, but to compensate for this, the winters are rarely severe.

These variations of land and climate, reflected as they must be in the lives and activities of its people, have entered profoundly into the making of modern Argentina: how, is best explained in a rapid summary of Argentina's history and economic fortunes. We shall see how it came to pass that the first supremacy of the settlements along the foot of the Andes was lost to the fabulous growth of Buenos Aires, drawing its strength from the once unregarded pampas. It is to Buenos Aires that all roads lead today.

Story of settlement and economic growth: When, in the early 16th century, the first white men came to Argentina, the native Indians had already halted the Inca drive southwards from Peru through Bolivia into northern Argentina. The Spaniard, Juan de Solis, landed on the shores of the Plata estuary in 1516, but he was killed and the expedition failed. Magellan touched at the estuary four years later, but turned southwards to make his way into the Pacific. In 1527 both Sebastian Cabot and his rival Diego García sailed into the Estuary and up the Paraná and the Paraguay. They formed a small settlement which they called Sancti Spiritus; it was situated at the junction of the Carcaraña and Coronda rivers where the first one runs into the Paraná, but it was wiped out by the Indians about two years later and Cabot and Garcia returned to Spain. Ten years later, in 1536, Pedro de Mendoza, with a large force well supplied with equipment and horses, founded a settlement at the



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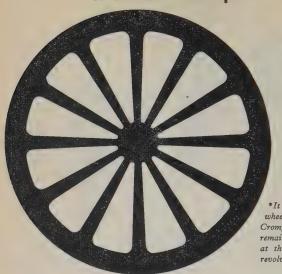
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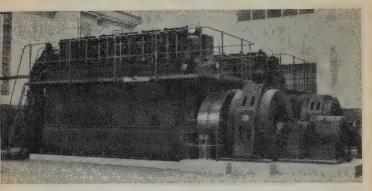
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spot which is now called Buenos Aires. The natives soon made it too hot for him; the settlement was abandoned, and Mendoza returned home, but not before sending Juan de Ayolas, with a small force, up the Paraná. Ayolas set off for Peru, already conquered by Pizarro, leaving Irala in charge of the remainder of the expedition. It is not known for certain what happened to Ayolas, although he is supposed to have been killed by Payaguaes Indians near Candelaria on the Bolivian border. In 1537, Irala and his men settled at Asunción, in Paraguay, where the natives were docile. This was the first settlement in the interior of South America. There were no further expeditions from Spain to colonise the region which is now called Argentina, and it was not, in fact, until 1573 that the settlement at Asunción sent forces south to establish Santa Fé and not until June 11, 1580 that Juan de Garay refounded the settlement at Buenos Aires. It was only under his successor, Hernando Arias de Saavedra (1592-1614), that the new colony became secure.

In the meantime there had been successful expeditions into Argentina both from Peru and Chile—the first, from Peru, as early as 1543. These expeditions led, in the latter half of the 16th century, to the foundation at the eastern foot of the Andes of the oldest towns in Argentina: Santiago del Estero, Tucumán, Córdoba, Salta, La Rioja and Jujuy by the Peruvians following the old Inca road, and San Juan, Mendoza, and San Luis by the Chileans from across the Andes. Peru was, in fact, given the viceroyalty over Argentina in 1563.

For 270 years after its foundation Buenos Aires was a place of little importance. Spanish stress was upon Lima, and Lima did not send its treasures home by way of Buenos Aires but through Panamá and the West Indies. Buenos Aires was not allowed by Spain to take part in the overseas trade until 1778; its population then was only 24,203. It was merely a military outpost for Spain to rival the Portuguese outpost at Colonia, across the Estuary, and lived, in the main, by smuggling. Even when (in 1776) a Viceroyalty of Río de la Plata was formed, with jurisdiction over Argentina, Uruguay, Paraguay and Bolivia, it made little difference to Buenos Aires as a capital, for its control of the cabildos (town councils) in distant towns was very tenuous. When the British, in revenge for Spain's adherence to Napoleon, held Buenos Aires for a few months in 1806, and marched against it again in 1807, there was no inkling of its future potentials. But the attacks had one important result: a large increase in the confidence of the Porteños (the name given to those born in Buenos Aires) to deal with all comers, including the mother-country, whose restrictions were increasingly unpopular. On May 25th, 1810, the cabildo of Buenos Aires deposed the viceroy and governed on behalf of King Ferdinand VII, then the captive of Napoleon. Six years later, when Buenos Aires was threatened by invasion from Peru and blockaded by a Spanish fleet in the River Plate, a national congress held at Tucumán on July 9 declared independence. The declaration was given reality by the selfless devotion of the Liberator, José de San Martín, who boldly marched an Argentine army across the Andes to free Chile, and (with the help of Lord Cochrane) embarked his forces for Peru, where he captured Lima, the first step in the freedom of Peru.

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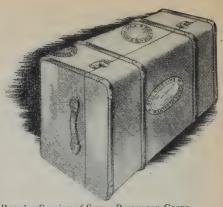
When San Martin returned home, it was to find the country rent by conflict between the central government and the provinces. Disillusioned, he retired to France. The internal conflict was to last a long time. On the one hand stood the Unitary party, bent on central control; on the other the Federalist party, insisting on local autonomy. The latter had for members the great caudillos, the large landowners backed by the guachos, suspicious of the cities. One of their leaders, Juan Manuel de Rosas, took control of the country in 1829. During his second term as Governor of Buenos Aires he asked for and was given extraordinary powers. The result was a 17-year reign of terror without parallel in South America. He concentrated power ruthlessly into his own hands. His rule was an international scandal; and when he began a blockade of Asunción in 1845, Britain and France promptly countered it with a three-year blockade of Buenos Aires. But in 1851 Justo José de Urquiza, Governor of Entre Ríos, one of his old henchmen, organised a triple entente of Brazil, Uruguay, and the Argentine opposition to overthrow him. He was utterly crushed in 1852 at Caseros (a few miles from Buenos Aires), and fled to England, where he farmed quietly for 25 years, dying at Southampton, where he is buried.

Rosas had started his career as a Federalist; once in power he was a Unitarist. His downfall meant the triumph of federalism. In 1853 a federal system was finally incorporated in the constitution, but the old quarrel had not been shelved. In 1859, when the constitution was ratified, the Capital was moved to Paraná, the province of Buenos Aires seceded, and Buenos Aires, under Bartolomé Mitre, was defeated by the federal forces under Urquiza. Two years later Buenos Aires again fought the country, and this time it won. Once again Buenos Aires was the seat of the federal government, with Bartolomé Mitre as the first constitutional president. (It was during his office that the Triple Alliance of Argentina, Brazil, and Uruguay made away with the tyrant Lopez of Paraguay). There was another political flare-up of the old quarrel in 1880, ending in the humiliation of Buenos Aires, which then ceased to be the capital of its province; a new provincial capital was built at La Plata, now called Ciudad Eva Perón, 30 miles to the south. At that time a young colonel, Julio A. Roca, was finally subduing all the Indian tribes of the pampas and the south. This was an event, had Buenos Aires but realised it, which was to make possible the capital's final supremacy

over all rivals in the republic.

The transformation of the pampas: The pampas, the economic heart of the country, extend fanwise from Buenos Aires for a distance of between 300 and 400 miles. Apart from three groups of sierras or low hills—the Sierras de Córdoba (5,000 ft.), the Sierras del Tandil (1,600 ft.), and the Sierra de la Ventana, north of Bahía Blanca (4,000 ft.),—the surface seems an endless flat monotony, relieved occasionally, in the south-west, by sand dunes. There are few rivers. One, the Río Salado, flows sluggishly through swamps from Junin south-eastwards to its Atlantic mouth, some 100 miles south of the capital. Of the five streams which rise in the Córdoba Hills two only are unabsorbed by the land: the Tercero and the Cuarto, which unite into the Rio Carcarañá to join the Paraná above

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Rosario. Drinking water is pumped to the surface from a depth of from 100 to 500 feet by the windmills which are such a prominent feature of the landscape. There are no trees, save those that have been planted, except in the *monte* of the west. (In the monte, the trees are sparsely spaced on the grassland). But there is, in most years, ample rainfall. It is greatest at Rosario, where it is about 40 inches, and evenly distributed throughout the year. The further south from Rosario, the less the rain. At Buenos Aires it is about 37 inches; it drops to 21 inches at Bahía Blanca, and is only 16 inches along the boundary of the Humid Pampa. The further from Rosario, too, the more the rainfall is concentrated during the summer. Over the whole of the pampa the summers are hot, the winters mild. But even in this there is a difference between various regions: at Rosario the growing season between frosts is about 300 days; at Bahía Blanca it falls to 145 days.

When the Spaniards arrived in Argentina the whole of the pampas were covered with tall coarse grasses, a sore sight for those who were not interested in grass or soil. They had brought cattle and horses with them and these were soon roaming wild in the pampa, a godsend for the savage Indians. The only part of the pampa occupied by the settlers was the Pampa Rim, between the Río Salado and the Paraná-Plata rivers. Here, in large estancias, cattle, horses and mules in great herds roamed the open range. There was a line of forts along the Río Salado: a not very effective protection against marauding Indians. The Europeans, by chance or design, had also brought European grasses with them; these soon supplanted the native coarse grasses, and formed a green carpet surface which stopped

abruptly at the Río Salado.

The estancia owners and their dependent gauchos were in no sense an agricultural people. The pampa is rimmed, from north of Rosario southwards along the Paraná and the Plata to Buenos Aires and a hundred miles beyond by a barranca, or steep bank rising from river and estuary to a height of some 100 feet. Along the Paraná-Plata shore there is a zone in which the barranca is serrated by ravines created by short streams. Towards the end of the 18th century, tenants—to the great contempt of estancia owner and

gaucho-began to plant wheat in these valley bottoms.

This was the situation in Argentina as late as the fifties of the nineteenth century. Beyond the Río Salado was Indian country, in which the whites were not interested, apart from occasional forays into the south-west for salt. The fall of Rosas in 1852, and the constitution of 1853, made it possible for Argentina to take a leap forward. But it must be remembered that its white population at that time was only 1,200,000. Preston James, in his book Latin-America, lists four attributes of Argentina at that date: (1) the sparse population—Buenos Aires had less than 90,000; (2) a people almost exclusively interested in horses, cattle and sheep and not at all in agriculture; (3) an abundance of free first-rate land for grazing and grain farming; and (4), a tradition of large private estates.

The modern period: The rapidly rising population of Europe during the latter half of the 19th century and the consequent clamour for cheap food was the spur which impelled Argentina (as it did the

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United States and Canada) to occupy its grasslands and take to agriculture. This had become possible by the new techniques already developed: agricultural machinery to till the soil and reap the crops, barbed wire to delimit pasture and tillage, well-drilling machines and windmills to raise water to the surface, roads and railways to carry produce from farm to port, and steamships to bear it to distant markets. (The first Royal Mail Steam Packet ship reached Buenos Aires in 1851). Roads were, and are, a difficulty in the Argentine pampa; there is no gravel or stones in the soil to surface the roads, and rural roads become a quagmire in wet weather and a fume of dust in the dry. But railways, on the other hand, were simple and cheap to build. The first—a short stretch running south-west from Buenos Aires—was built in 1857. Soon after another was built along the old Colonial road from Rosario to Córdoba and Tucumán. The system grew as need arose and capital (mostly from Britain) became available. Those in the pampa radiate out fanwise (with intricate inter-communication) from the ports of Buenos Aires, Rosario, Santa Fe and Bahía Blanca. The people of Argentina, indeed, now think of the pampa in terms of zones served by the four great railways from Buenos Aires which traverse it; the first, running south to La Plata, Mar del Plata, and Bahía Blanca; the second running south-westwards; the third westwards through Junin to Mendoza and over the Andes to Chile; and the fourth north-westwards to Rosario, Córdoba and Santa Fe.

The occupation of the pampa was made finally possible by a war against the Indians in 1878-83 which virtually exterminated them. Many of the officers in that campaign were given gifts of land of more than 100,000 acres each. The pampa had passed into private hands and on the old traditional pattern of large estates.

Cattle products-hides, tallow, and salt beef-had been the mainstay of Argentine overseas trade during the whole of the Colonial period. (In the early 19th century wool challenged the supremacy of cattle). The occupation of the grass lands did not, at first, alter the complexion of the foreign trade; it merely increased its volume. In 1877, however, the first ship with refrigeration chambers made it possible to send frozen beef to England. But the meat of the scrub cattle was too strong for English taste. As a result, pedigree bulls were imported from England and the upgrading of the herds began. The same process was applied to sheep. But the improved herds could only flourish where there were no ticks—ticks are prevalent in the north-and throve best where forage crops were available. Argentina adopted as its main forage crop Lucerne grass, known as alfalfa, which proved extremely suitable on the pampa. (It has been supplemented since with barley, oats, rye and Sudan grass). But since alfalfa has to be planted on ploughed land, and cut for the beasts, and labour was short, the land-owners were forced to resort to the services of more immigrants.

The first immigrants had actually arrived and been settled northwest of Santa Fe in 1856. By 1880, over 170,000 people had arrived from Europe. In 1889 the net immigration was 178,000. Between 1857 and 1900, 1,200,000 settlers came to stay permanently in Argentina. Between 1857 and 1930, total immigration was over six



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Kaye, Son & Co., Ltd., 31/34 Fenchurch Street, London, E.C.3. General Passenger Agents: Stelp & Leighton Ltd., 9/13 Fenchurch Buildings, London, E.C.3. million. Most of the immigrants were Italian and Spanish. The process has gone on of late years, with interruptions during the 1930 economic crisis and the second world war. During the 1947-51 period, 629,685 immigrants settled in Argentina, but the process is now slowing down—in 1952 the net influx was only 40,893. Agriculture is still the main trade amongst the newcomers, but many of them are now journeymen, bricklayers, carpenters, coachmen and chauffeurs, merchants, accountants and clerks. Italians are by far the most numerous, followed by Spaniards and then, far behind, by Poles, Yugoslavs, Syrians and Germans.

During the earlier periods of immigration the land-owners were only interested in beef cattle and the forage for them. They rented plots of land for four years or so to the immigrants, on the understanding that they moved on to fresh plots at the expiration of their lease, and when the ground had been planted in the final year with alfalfa. And for a share in the profits, they permitted the tenants to sow wheat for the first three years. Alfalfa, in this rotation, was cuttable five or six times a year for as long as six or ten years, when new tenants were leased the land again. It was in this way that wheat—a profitable crop, grown more and more for its own sake became popular in Argentina. Forage crops other than alfalfabarley, oats and rye-were planted in lands suitable to them, grain crops other than wheat-maize and linseed-were grown in many areas. To-day the pampa in most places combines the commercial growing of wheat, maize and linseed with the basic stress still upon the rearing of beef cattle, now strongly in demand for the feeding of urban millions as well as for export. In no part of the pampa is less than 40 per cent. of the land given over to pasture. In some places, and more particularly in the bulge south of Buenos Aires, farming is still confined to cattle and sheep rearing and the provision of suitable forage for them. In a few places, notably round Buenos Aires, the land has been devoted to truck and dairy farming and fruit growing.

Wheat, maize or linseed is grown in varying quantities depending upon the profits to be made from the crop. Wheat is particularly sensitive to this adjustment and there are often large variations in the crop raised.

The country given over to arable and pastoral farming is monotonously level, except in Entre Rios, where it is rolling land. It is astonishing to drive mile after mile and see no brook or river, and to learn that one can drive a hundred miles in some parts without meeting one permanent watercourse. Nor are there ponds or pools save in times of unusual rain, when shallow pools appear. Windmill pumps stand in the fields, and from them radiate long lines of galvanised iron troughs for the cattle and sheep.

Fields are fenced into very large potreros, or pastures, of from 100 to 5,000 acres each. Cattle, sheep and horses usually graze in the same pasture. The fences are wire and well built at great cost, for all wood has to be brought from the northern forests. The posts are mostly of quebracho, hard and heavy as stone and nearly as durable. The wires pass through the posts and are kept absolutely taut; they are run through the upright sticks or stays that space them the proper distance apart, since the posts are very far one

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from the other. There may be one barbed wire, no more. The gates

are wide and strong and seldom drag on the ground.

There may be a few buildings on the estancia besides the rather large dwelling of the manager—an office for the book-keeper, a coach house and harness house and a shearing shed. There may, too, be sheds for sheltering and feeding rams and choice ewes, but these are few. There are modest houses for the peons, or labourers, and in each large pasture there is commonly a hut or small house for the peons who look after the fences or animals in that pasture.

In the villages the unpaved streets are flanked by houses built in the Spanish style. If it has been wet, the dirt roads make heavy going; if dry, there are clouds of dust. The roads are wide and commonly treeless, though now and then there are estancias where trees have been planted with care. The chinaberry tree is the favourite, for it is not devoured by locusts; next comes the Eucalyptus globulus.

Tenants and owners: Because of the law of inheritance in Argentina whereby a property is divided equally amongst the children, and because some of them have been split up and sold, the larger estates have tended to disappear. In 1947 (the latest available statistics) there were in Argentina 468,680 rural properties, an increase in number of 3.7 per cent. in ten years. Of these, 37 per cent. were farmed by their owners and 34 per cent. by tenants. (The balance represents other forms of occupancy). Basically, it seems that land ownership has not increased appreciably for some time, but since General Perón became President in June 1946, the policy of the government has been to encourage the growth of co-operative societies and to give the land to those who till it.

Summing up: To sum up, the transformation of the pampa has had two profound effects in Argentina. First, because its new created riches flowed out and its needs flowed in mainly through one port, this led to the lifting of that port, Buenos Aires, from comparative insignificance into one of the greatest cities in the world. Its dominance in Argentina is now unchallenged, and this in turn has done more to harmonise old discords than anything else. The whole of Argentina now turns to the capital for leadership. In the second place, the transformation of the Humid Pampa has led, through immigration, to a vast predominance of the European strain in the country.

The British in Argentina: Modestly, but firmly (for these are not days in which to hide the light under a bushel) we must allow ourselves an appendix on the part played by the British in the transformation of Argentina into a modern state. It could not be better expressed than in the words of Sir David Kelly, once our ambassador to Argentina: "The British horse was followed in 1826 by the all-British 'Racing Club.' In 1827 John Miller imported the first shorthorn—Miller's Estancia is still British owned. In 1844 Richard Newton set up the first wire-fence—a typical feature of the Argentine landscape. In 1874 a British Estancia, Mr. Sherman's El Negrete, saw the first sheep-dip and the first game of polo. The first Aberdeen-Angus was imported by Mr. Grant in 1876. The

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first steamship to arrive at Buenos Aires was the Royal Mail Esk in 1851. It sounds incredible, but it is true that all the following were started by British capital and engineers; gas, electric light, the meat packing industry, agricultural and industrial machinery, insurance, banks, tramways, telephones, telegraphs, wireless; and so, incidentally were football, rugby, rowing, tennis, golf, polo, and boxing. I have left to the last the most important of all, the railways, on which the whole modern development depended. At the very end, out of 26,800 miles of railways, 20,000 were British owned."

The Argentine People: In the country as a whole, the people are predominantly white; in the Federal Capital and Province of Buenos Aires, where two-thirds of the population lives, the people are almost exclusively of European origin. But settlements in the west along the foot of the Andes were colonised from Chile, those in the north-west from Peru, and those in the north and north-east from Paraguay. In these places the mestizos form at least half the population, though they are less than 2 per cent. of the population of the whole country. In the highlands of the north-west, in the Chaco, and in southern Patagonia there are small remnants of the indigenous pure bred Indian.

POPULATION OF PROVINCES AND TERRITORIES (Officially given in May 1952).

		(~	reserved Per	~~~ ~~~ ~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~
Capital	• •		3,403,625	San Luis
Provinces :				Santiago del Estero 572,389
Buenos Aires			4,785,269	Tucumán 708,184
Catamarca			176,953	
Cordoba			1,707,146	Territories :—
Corrientes			604,611	Comodoro Rivadavia 65,667
Entre Rios			897,005	Chubut 71,961
Eva Perón			196,693	Formosa 152,642
Jujuy	. 0		205,861	Neuquen 103,099
La Rioja			130,089	Rio Negro 164,306
Mendoza			695,963	Santa Cruz 32,439
Misiones			305,086	Tierra del Fuego 6,838
Presidente Perón			523,163	· · · · · · · · · · · · · · · · · · ·
Salta			348,613	18,246,448
San Juan			315,301	

In 1914 the population was 7,885,237. At the end of 1951, it was 17,861,000; of these 2,825,000 had been born abroad. It is increasing at an annual rate of 2.65 per cent. Birth rates (1947) were 20.2 per thousand for the cities and 33.3 per thousand for the country districts. Over three-quarters of the population live in the tountry half of it lives in the Federal capital and province of Buenos Aires: 3,403,625 in the city of Buenos Aires, and 4,785,269 in the province, according to statistics issued in April 1953.

It is estimated that 78 per cent. are Argentine born; 20 per cent.

are foreign born and generally of European origin.

Better sanitary conditions and the general improvement in the standard of living have raised the expectation of life since 1914 from 45.2 years to 56.9 in the case of men and from 47.5 years to 61.4 in the case of women. These figures are an average for the whole country: they are higher in the capital and Buenos Aires province and Santa Fe but lower elsewhere.

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Employment: The proportion of the total inhabitants which lives in the cities has been rising rapidly of late years. The main effect of this is that more and more of the agricultural production is being consumed internally, less and less food is exported, with an ensuing dislocation of traditional markets. The flow to the cities is partly due to the rapid rise of industrial production. Before the first World War the economy of Argentina could loosely be defined as colonial: that is, the country exported its surplus food and imported its manufactured articles. It was a system which served Argentina well for the country is poorly endowed with the minerals and resources of power which make for the creation of industry. But when Argentina during the First World War found herself cut off from her supplies, she made a great effort to overcome these shortages by manufacturing herself the goods she needed. The process was intensified during the Second World War and after. As a result the economic picture has changed vastly. The fourth national census of 1947 (the latest available) showed that 6,267,000, or 39 per cent. of the population, were employed. Of these 1,654,000, or 26.3 per cent. were engaged in the basic industries of farming, forestry and fishing. The number of those employed on secondary production (manufacturing industries) and loosely allied "services" together accounted for 71.4 per cent. of the working total. (But it must be noted that in Argentine statistics those employed in the wine, sugar and flour industries, etc., which are based on agriculture, are included as industrial workers). Of every hundred persons gainfully employed, ten were employed in public administration: a sure and somewhat grim index of a growing bureaucracy.

Political Division: The country is divided into a Federal Capital district, which is the City of Buenos Aires, seventeen Provinces and seven Territories. The Federal Capital and the Provinces have the right to elect representatives to the National Congress. All the Provinces have their own Chamber of Senators and Deputies.

There was a new Constitution in 1949, which replaced that in

force since 1853.

Presidents hold office for six years and may be re-elected. The Vice-President of the Republic is President of the Senate, but there is no Vice-President at present. The Senators and Deputies in office when the President takes office retain their seats. Senators and Deputies hold office for six years. Salaries are paid to these representatives, which total 30 Senators, 155 Deputies, and 14 representatives of the National Territories.

The President, Vice-President and Senators are elected by direct vote. So is the Chamber of Deputies. (Ten seats are allotted to the strongest losing party, to ensure the existence of a minority in the Chamber). All citizens, male and female, over 18, must vote. In the general election of 1951 those qualified to vote numbered

4,451,873 men and 4,222,478 women.

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The form of Government is modelled on that of the United States, or the "representative, republican, federal" system. The Central Government deals with such matters as affect the State as a whole, but the governors of the provinces have extensive powers, and are elected for terms of three or four years. The National Territories (those portions of the country which are not yet ranked as provinces) are administered by officials nominated directly by the President. The municipal government of the capital is exercised by a Mayor appointed by the President with the approval of the Senate.

Foreigners may apply for naturalisation after two years' residence, and automatically become Argentine citizens after five years unless

they express their unwillingness.

Federal Courts, National and Provincial, deal with cases of national importance and handle cases in third instance connected with the Federal Justice and in other matters expressly laid down by special laws. They consist of the Supreme Courts, formed by five Minister-Judges in the Capital, having five members in Buenos Aires; five courts of appeal, one with three judges of the superior tribunal in Buenos Aires and others with three judges each for Ciudad Eva Perón, Parana, Cordoba and Rosario, and Federal Courts of first instance in each one of the provinces and territories.

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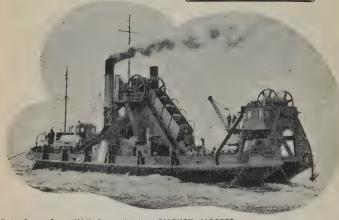
There are 19 other Ministries.

Education: The controlling authority is the Ministry of Education. The Federal Government provides primary education in the Capital and National Territories, and also in the Provinces—Lainez Law—although the provincial Governments also provide elementary schools. Privately owned schools are free to teach but their programmes are controlled by the National or Provincial authorities, thus allowing the incorporation of the students to the secondary education schools or National colleges. There are National universities at Córdoba (founded 1613); Buenos Aires (1812); Ciudad Eva Perón (1897); San Miguel de Tucumán (1912); the National University of the Litoral, in Santa Fe with branches in Rosario (1920), and in Corrientes (1922); and the National University of Cuyo, in Mendoza (1939).

Communications: Outward communications are by sea and air. For all its long coastline on the Atlantic, it has only two good sea ports: Buenos Aires (properly on the Rio de la Plata), and Balnía Blanca. The largest inland port, Rosario, is far up the Paraná river. Interior communications are by river, air, road, or railway. The two great rivers flowing southward into the Plate, the Paraná and the Uruguay, are not very satisfactory routes. Ocean vessels can only go as far as Rosario and Santa Fe on the Paraná, and beyond Concordia the Uruguay river is interrupted by rapids. Both the Colorado and the Negro rivers in northern Patagonia are navigable, but only to small vessels. With much of Patagonia communication is only

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Most of Argentina, except in the south, is well served by roads, though few of them are good by European standards. But Argentina is immeasurably better served by railways than any other republic in South America. The first railway was opened in 1857-a mere six miles running out of Buenos Aires to the south-west. But soon afterwards a railway was built along the old colonial route from Rosario to Córdoba and Tucumán. Most of the later railways were built by the British but not, unfortunately, with a uniform gauge: some are broad gauge, some standard, and some narrow gauge. The country has 26,782 miles of railway line. About 70 per cent. of the track, or 18,747 miles, is in the pampa, which covers only a fifth of the total area of the republic. The lines fan out into the plains from four centres: Buenos Aires, Rosario, Santa Fe, and Bahía Blanca. The fans are partly superimposed, so there are multiple connections between the various railways. Two main lines cut across the fans: both start from Bahía Blanca, one going north to Rosario and the other north-westwards to Villa Mercedes and beyond. Four of the lines run into neighbouring countries: one north-eastwards through Entre Ríos and Concordia to Posadas connects with a line from Asunción, the capital of Paraguay; another runs north-westwards and across the high puna to connect with the Bolivian system to La Paz; a third runs westwards to Mendoza and over the Andes to Santiago, Chile; a fourth runs from Salta, in the mountains of the north-west, to Antofagasta, in northern Chile. But since all trade in Argentina is attracted towards Buenos Aires, not one of the four is a particularly successful carrier of freight.

The number of passengers carried by rail increased from 282 millions in 1946 to 538.2 millions in 1952. The Buenos Aires City Transport Corporation carried 1,800.7 million passengers in 1950

and 1,646.8 millions in 1952.

The country is well served by Aeroposta Argentina, which flies the internal air services of Aerolíneas Argentinas, the nationalised air lines.

The Cities of the Pampas:

The pampa accounts for little more than a fifth of the total area of the country, but half the people of the land live in the capital and the Province of Buenos Aires. Probably three-quarters of the whole population live in the pampa, which has 70 per cent. of all the railways, 86 per cent. of the land used for cereals and linseed, 65 per cent. of the cattle, 40 per cent. of the sheep, 77 per cent. of the pigs, and nearly 90 per cent. of the industrial production: in short, the greater proportion by far of the nation's economic activity is concentrated here.

The River Plate, or Río de la Plata, the main seaward entrance on which Buenos Aires lies, is less a river than an estuary or great basin into which flow the Rivers Paraná and Uruguay and their tributaries. Measured from Piedras Pt., Argentina, to Brava Pt., Uruguay, the Plate has a width of about 56 miles, and where the Rivers Paraná and Uruguay branch off (say from Martin Chico to San Fernando) the width is 23 miles. The Río de la Plata river is 100 miles long as the crow flies, and mud and sand give it a thick,

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brownish colour. It is shallow and the passage of ocean vessels is only possible by continuous dredging of the recognized channels.

The tides are of little importance, for there is only a four foot rise and fall at spring tides. The depth of water is influenced mainly by the direction of the wind and the state of the Paraná and Uruguay rivers. The river rises with south and south-easterly winds, and falls with a wind from N.N.E. or N.W. Strong winds from the south-east and west will sometimes cause the river to rise and cause floods along the Buenos Aires coast line delta (Paraná) because of the large volume of water blown in from the ocean.

Buenos Aires, 6,721 nautical miles from Southampton and 123 miles' steaming for ocean steamers from Montevideo, stands at the head of a great ocean route and is served by vessels of all nationalities trading to and from all countries. The capital of Argentina, spread over 71 square miles, it is the largest city in the southern hemisphere and the sixth largest in the world.

The city was founded on its present site in 1536 by the first Spaniards who landed in the country, but was abandoned soon after and refounded again from Asunción in 1580. It was not allowed to trade with the world until 1778, and even by 1852 the population was only 76,000. The first passenger mole did not appear until 1855, and the first railway from it was not built until 1857. It has been explained in the introduction how the occupation and exploitation of the Pampas led to the city's pre-eminence in the country, Its present population is over 3,403,600.

The old city could not be adapted to the needs created by such an overwhelming growth: Buenos Aires has been virtually rebuilt since the opening of this century, and there are very few of the old buildings left for the visitor to see. The streets are mostly laid out in square blocks, the sides of each block measuring roughly 136½ vards. Two diagonals have been cut through this rectangular pattern: the accompanying street map will show how they run. Some of the streets are wide-indeed, one of them, Avenida 9 de Julio, is the widest in the world, but most of them are very narrow, particularly in the centre of the city which has maintained the original lay-out since its foundation; the pavements are very narrow too; the vertical neon signs overhanging the streets make them seem narrower than they are. The narrow streets are mostly one way streets.

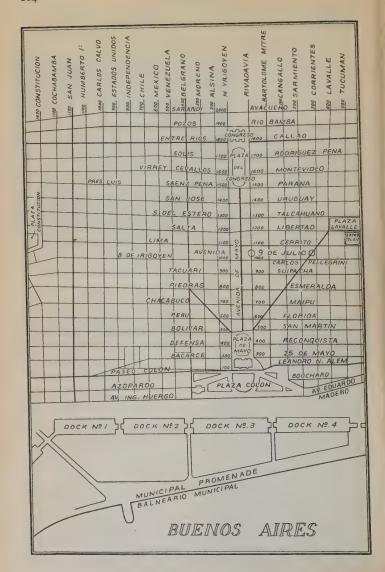
In recent years the municipal authorities have spared no trouble or money in widening some of the main streets, by expropriating part of the properties on one side and thus converting narrow streets into such avenues as 9 de Julio, Córdoba, Belgrano, etc. This, as

can well be imagined, is a very costly venture.

There is no system of traffic lights or of major and minor roads; the result is that the streets are inclined to be noisy with the perpetual

honking or horns, especially at night.

But all this does not prevent Buenos Aires from being a splendid city, with many fine buildings and very attractively laid out open spaces and parks. Those who have no time to explore its museums, art galleries and churches can get a quick impression of the splendour of the city by riding in a taxi, automobile, or one of the large excursion cars which can be taken usually from the Plaza de Mayo. The



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Mendoza corner G. Lopez
Tel. 118. V.Const.

Office in:
Montevideo (Uruguay)
Misiones 1528
Tel. 8-0579

excursion cars take in the main sights of the city on their way to Tigre, the picturesque and popular resort on the banks of the Tigre

and Lujan rivers.

One of the quickest and most delightful of drives through the city and the immediate open-air spaces is to start from Plaza Mayo, front of the Government House (a point comprising the National Bank, Cathedral, Cabildo, Municipality, etc.). The route goes through the whole length of the Avenida de Mayo to Plaza Congreso, where the Congress building is, on to the right through Avenida Callao to Avenida Libertador General San Martín and through the latter to Palermo Parks, where beautiful gardens, trees, lakes, monuments and palatial residences meet the eye everywhere.

Near the Palermo Parks are the Zoological and Botanical gardens. From Avenida Libertador General San Martin you turn into Avenida Vertiz, where the Hipodromo Argentino or race-course is situated. Continuing through Avenida Vertiz you end the drive at the Barrancas de Belgrano, an attractive though 'not extensive park surrounded by beautiful residences. This drive takes about half-an-

hour and is well worth making.

The aristocratic thoroughfare of Buenos Aires is Florida Street, where there are important shops of every description. Here the elegance of the Argentine lady can be well appreciated. This street is closed to wheeled traffic between 11 and 20.30 o'clock, so that pedestrians can inspect in comfort the attractively dressed windows of the big shops.

The next most important high class residential and shopping thoroughfare is Avenida Santa Fé, a wide street running from Plaza

San Martín towards Palermo.

Avenida de Mayo, Callao, Av. R. Saenz Peña, Av. Corrientes, Córdoba, Santa Fé, etc., are remarkable for their immense traffic. The buildings on these avenues are monumental specimens of modern architecture. Among them are some of the principal hotels.

The banking centres are in Reconquista, Bartolomé Mitre, San

Martín, Cangallo and 25 de Mayo.

Landing:—From large transatlantic vessels: Usually alongside Custom House wharf in Darsena Norte (North Basin), otherwise alongside wharf in the dock or basin to which the ship is assigned. From river boats and South coast vessels: alongside Custom House wharf in Darsena Sud (South Basin). The Darsena Sud landing stage is out of use for some time owing to important alterations being made. Boats go to North Basin.

Local Steamships:—The following services, among others, are undertaken by the Compañia de Navegacion Fluvial Argentina.

Montevideo (Uruguay), nightly service, usually once or twice a week.
Colonia (Uruguay), day service, twice a week, combining with bus service from Colonia to Montevideo and Carmelo.

Rosario (Paraná River), 2 weekly sailings. Corrientes (Paraná and Paraguay Rivers), 2 weekly sailings.

Corrientes (Parana and Paraguay Rivers), 2 weekly sailings.
Concordia (Uruguay River), 4 weekly sailings.
Gualeguaychu (Uruguay River), 2 weekly sailings.
Iguazu Falls (via Posadas), from Posadas, regular sailings.
Posadas (via Corrientes), bi-weekly sailings usually.
South Coast. Up to Punta Arenas and intermediate Patagonian ports, served by a regular service of the Imp. & Exp. de la Patagonia and State Steamship Lines.
Note.—All the above schedules are subject to change or cancellations.

Railways: TERMINALS-Presidente Perón: Ferrocarril Nacional General Bartolomé Mitre (ex F.C.C.A.).

Retiro: Ferrocarril Nacional General San Martín (ex B.A.P.). Retiro: Ferrocarril Nacional General Belgrano (ex State Railway).



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r° de Marzo (ex Once): Ferrocarril Nacional Sarmiento (ex F.C.O.). F. Lacroze: Ferrocarril Nacional General Urquiza (ex Central Buenos Railway and Entre Rios).

and Entre Rios).

Puente Alsina: Ferrocarril Nacional General Belgrano (ex Midland).

Velez Sarsfield: Ferrocarril Nacional General Belgrano (ex Prov. Buenos Aires).

Underground Railways: There are five of these, which link the western part of the City to the centre. The 'A' line (ex Anglo-Argentine) runs under Rivadavia Street, from Plaza de Mayo up to Primera Junta. The 'B' line (ex Lacroze) from Central Post Office, Avenue L. N. Alem, under Corrientes Street to the Chacarita Cemetery. The 'C' line (ex Chadopyf) links Plaza Constitución, ex Southern Railway terminus, with Presidente Perón terminus of the ex Central Argentine, ex Pacífic and State Railways. 'D' line (ex Chadopyf), runs from Plaza de Mayo, under North Diagonal, Córdoba and Sante Fé Streets to Palermo; 'E' line, a third Chadopyf line runs from P. Constitución to Boedo under San Juan Street. The fare is 40 cents for any direct trip.

The underground Railway, as well as the street services, are now run by the Ministry of Transport.

Ministry of Transport.

Taxi Fares: Official rates 90 cents for first 120 metres, and 10 cents per 80 metres thereafter by day; for every minute and a half wait, 10 cents. Minimum fare, 80 cents. A charge of roughly one peso is made for each piece of hand baggage.

Coaches: For the first 1,500 metres, 40 cents. For each succeeding 500 metres

or fraction, 10 cents. For every five minutes whilst waiting, 10 cents, but very few cabs have metres and consequently the charge should be arranged beforehand.

Trams cross the city in every direction. The fare is from 30 cents according to

Omnibus services cover a very wide radius. The fare is from 40 cents, according to distance. Micro-omnibus services: these small buses carry 15/20 passengers and are a rapid form of travel through the city. Their lines extend in all directions to suburban districts. Charge from 40 cents according to distance.

Trolley-Bus services are extending rapidly. Fare: from 50 cents according to

Travel into Neighbouring Countries.

Brazil: There are almost daily services to São Paulo, Rio and other Brazilian points by the various established air lines.

Chile: Trains leave Retiro Station (ex B.A.P. Railway) on Thursdays and Sundays at 10 o'clock arriving at Mendoza the following morning. In summer there is an additional train on Tuesdays, leaving at 7.30 a.m. The journey is continued by the Transandine Railway at 7.00 o'clock, arriving at Los Andes at 19.00 o'clock. Passengers transfer there to the Chilean State Railways and proceed to Santiago and Valparaiso, arriving at midnight. Fares to Santiago or Valparaiso are \$351 Argentine pesos First Class and \$250 Argentine pesos Second Class. Bed, first class, is \$75. Pullman seats from Mendoza to Los Andes, are \$131. Free baggage allowance is 30 kilos per passenger, and excess is charged \$3 Argentine pesos for every 10 kilos or fraction.

There is also a train service to Antofagasta, via Salta and Socompa. Train leaves Retiro, Belgrano Railway, on Tuesdays at 4 p.m. Tickets only issued as far as Socompa from Buenos Aires, and from there to point of destination. First Class: \$230 m/n to Salta;

second class \$150 m/n.

There is a daily air service between Buenos Aires and Santiago de Chile served by various foreign and national lines, the flight taking from 3 to 4 hours. Fare \$825 m/n. Free baggage 30 kilos, excess at the rate of I per cent. fare paid for every kilo.

Bolivia: Trains leave Retiro Station, Belgrano Railway, 3 times a week at 4.30 p.m., via Tucumán, Jujuy and La Quiaca, for La Paz. Passengers change train at Tucumán. First Class fare \$750 m/n and Second Class fare \$318.50 m/n (Argentine pesos). Free baggage

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allowance 30 kilos.

There are also regular air services to La Paz via Panagra and Braniff. Fare \$960.

Paraguay: A boat-train combination service to Asunción via Entre Rios, Corrientes and Misiones leaves Buenos Aires on Sundays at 17 hours, arriving Asunción on Wednesdays at 21 hours. Passengers travel by boat from Buenos Aires to Ibicuy, thence by rail to destination. First class fare to Asunción \$376.70 m/n. Second class \$177.50 m/n. Baggage 30 kilos free. Excess charge is \$24.60 m/n for every 10 kilos.

There is an air service to Asunción del Paraguay five times a week leaving at 8.30 a.m., arriving Asunción at 14.40. Single fare \$790.

Return \$1,422.

The regular steamship service to Asunción leaves Buenos Aires on Tuesdays and Saturdays at 1 p.m. Boats sail up the Rio Paraná and Rio Paraguay. Among other river ports called at are Rosario, Paraná, Corrientes, and Formosa. The fares are \$519 and \$232 Argentine currency for First and Third Class.

Uruguay: There is a river-boat service to Montevideo, leaving once or twice a week from Buenos Aires, usually at 21 hours, arriving Montevideo following morning at 7. Single fare, \$165 m/n; return,

\$315 m/n.

Air service to Montevideo, mornings or afternoons, about 4 times a week, except Sundays. Fare, \$215 m/n single. Flight takes 1 hour.

There is a boat service to Colonia two or three times a week leaving at 8 o'clock, with bus connection to Montevideo, arriving there in the afternoon. Fare to Colonia, \$50 m/n single, \$100 m/n return. Bus fare to Montevideo \$40 m/n additional each way.

Also aeroplane service daily except Sunday to Colonia, leaving

10.30 o'clock. Fares, single \$45, return \$80.

Note: -All the above schedules and rates quoted are, of course, subject to alterations.

Hotels.

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C	" Continotel "	single \$100	_	High Class.
Av. R. S. Pena 72 California	5.	double \$ 65	_	
CALIFORNIA	"Califotel"	single \$100	_	High Class.
Talcahuana 1038.		double \$ 60/95	-	
LANCASTER	"Lancasterotel"	single \$ 90	**************************************	High Class.
Cordoba 405.		double \$ 65		
CRILLON	"Grilhot"	single \$ 90	\$140	High Class.
Sante Fé 796.		double \$ 60	\$110	
CLARIDGE		single \$ 80	\$150	Good.
Tucuman, 539.		double \$ 60	\$130	
Nogaro, Av. Julio	"Nogarotel"	single —	\$100	High Class.
R. Roca 556.		double -	\$ 70	
GRAN HOTEL ROYAL		single \$ 55/65	\$ 70/90	
Lavalle 570.		double \$ 45/55	\$ 55/60	
RICHMOND		single \$ 57		Good.
Florida 470.		double \$ 65		

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" Oyloyd " PHOENIX, San single \$ 75 Good English Martin 780. double — \$ 50 family hotel. (Prices in Argentine currency, i.e. moneda nacional). There is an 18 per cent. service charge on rooms, and 22 per cent. on meals and drinks. All the rates

quoted are subject to alterations.

(For a variety of announcements concerning Buenos Aires and Argentina, see the later section of this book headed "Local Classified Advertisements.")

Restaurants and Tea Rooms: Harrods (lunch and tea), Calle Florida 877; City Hotel, Bolivar 160 (grill room, comfortable tea and cocktail lounge); Plaza City Hotel, Bolivar 100 (grill room, comfortable tea and cocktail lounge); Flaza Hotel Grill; La Emiliana, Corrientes 1431; Embassy Night Club, Charcas 628; Ta-Ba-Ris (Night Club), Corrientes 829; Alvear Palace Hotel, Avenida Alvear 1891; Ideal, tea and cocktails, Suipacha 384; Boston Bar, Florida 146; De l'Odeon, Esmeralda 335; London Grill, Reconquista 455; Comega Club (lunch and tea), Corrientes 222, 19th floor; Hotel Continental, Maipu corner Diagonal Norte; Pedemonte, Rivadavia 619; Lo Prete, Luis S. Peña, 749; Gath & Chaves (lunch and tea), Florida corner Cangallo; Typical Argentine Restaurants are La Cabaña, Entre Rios 436; La Estancia, Entre Rios 746; Shorthorn Grill, Corrientes 634; Richmond Bar & Tearoom, Florida 470; General San Martín, Av. 48 May 860; Pivoli Mainu 280

de Mayo 860; Rivoli, Maipu 389.

Theatres: The Colon, Plaza Lavalle, the principal theatre, holds 3,750, making it one of the largest in the world. There are some 25 other theatres in the city.

Cinemas: There are over 200 cinemas, some of them luxurious. Films chiefly

of United States and European origin are shown, although the national industry is

very important and is producing good pictures.

The Markets: The cattle auctions are among the sights of this City and may be seen at Messrs. Bullrich & Co., Avda. Libert dor General San Martín; Mercado General de Hacienda, in Avellaneda, for sheep and horses; Mercado de Liniers, in Liniers, for cows and pigs; Mercado Municipal at Mataderos, slaughtering and market place; Mercado Central de Frutos, in Avellaneda, central market for wool and hides.

The wholesale fish market is in Calle Algarrobo 1053 (Barracas).

The knoiesaie iisi market is in Calle Algarrobo 1053 (Barracas).

The largest vegetable market is the Mercado de Abasto, Calle Corrientes 3247.

Clubs and Social Centres: Del Progreso, Sarmiento 1334; Circulo Militar, Florida 770; Centro Naval, Florida and Córdoba; Circulo de la Prensa, Rodriguez Peña 80; English, 25 de Mayo 586; Strangers, "Club de Residentes Extranjeros" (founded in 1841, and so the oldest in South America), Bartolomé Mitre 430; American, B. Mitre 530; Empire and Services Club, 25 de Mayo 577; French, R. Peña 1832; Spanish, B. de Irigoyen 172; Uruguayan, Tucuman 844; Automovil Club, Av. Libertador General San Martín 2750; Gimnasia and Esgrima, Pme. Mitre 1154; Rotary Club, Bme. Mitre 550;

movil Club, Av. Libertador General San Martin 2750; Gimnasia and Esgrina, Bme. Mitre 1754; Rotary Club, Bme. Mitre 559.

Games Club: Tennis, football, rugby, hockey, and basketball clubs are numerous, for these games are played by all nationalities. Cricket is played by the British community and baseball by the American. Hurling is also played by the Irish-Argentines. Polo is also practised and a very high standard of the game is played. The Tigre Boat Club, founded in 1888, is the only British Rowing club in the country. It is open to visitors to the country, of British or U.S.A.

nationality, for a limited period on payment of a small fee.

The leading GOLF CLUBS are the Hurlingham, Ranelagh, Ituzaingo, Lomas, San Andrés, San Isidro, Saenz Peña, Olivos, Jockey, and Hindu Country Club.

The Hurlingham Club is the most up-to-date and it compares favourably with any athletic club in the world. Provision is made for almost every kind of sport in

Freemasonry: Information about the Masonic lodges in Argentina and neighbouring countries is obtainable from the District Grand Secretary of the Southern Division of South America, Moreno 452. There are 26 lodges in this District, of which "Excelsior" No. 617, founded in 1854, is the oldest.

Useful Addresses-

British Embassy, Reconquista 314.

U.S. Embassy, Av. Libertador General San Martin 3502 (Residence). Embassy offices at Av. Roque Saenz Peña 567.

CANADIAN LEGATION, Bartolomé Mitre 478.

British Consulate General (Passports, etc.), Sarmiento 443. U.S. Consulate General, Roque Saenz Peña 567. Union of South Africa Consulate General, Bme. Libertad 1336.

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BUENOS AIRES: San Martin 176 Galeria Guemes

Rio de Janeiro: Av. Rio Branco 66 São Paulo: Barão de Itapetininga 107. Santos: Praça Visconde de Mauá No. 9 Porto Alegre: Rua dos Andradas 1079. Bariloche: Bmé. Mitre 70

Lima: Colmena Derecha 194

ENGLISH CLUB, 25 de Mayo 586. EMPIRE & SERVICES CLUB, 25 de Mayo 577.

Y.M.C.A. (Central), Reconquista 439. THE OVERSEAS LEAGUE, Chacabucó 723.

ROYAL SOCIETY OF ST. GEORGE, 333 San Martin.

ARGENTINE ASSOCIATION OF ENGLISH CULTURE, Charcas 556.

THE BRITISH CHAMBER OF COMMERCE, Calle Bartolomé Mitre 441 (6 Piso). THE U.S.A. CHAMBER OF COMMERCE, Roque Saenz Peña 567. CANADIAN TRABE COMMISSIONER, B. Mitre 478. Y.W.C.A., Tucumán 844. ROYAL MAIL LINES, Edificio Britanico, Reconquista Corner Sarmiento. BRITISH HOSPITAL, Perdriel 74.

ST. ANDREW'S SOCIETY, Peru 352.

SALVATION ARMY, Rivadavia 3255. British Community Council, Florida 365.

CENTRE OF BRITISH ENGINEERING & TRANSPORT INSTITUTE, Sarmiento 1236. AMERICAN SOCIETY OF THE RIVER PLATE, Av. R. Saenz Peña 567.

AMERICAN LEGION SPENCER ELY POST, Av. R. Saenz Peña 567.

BRITISH COUNCIL, Lavalle 190.

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PRINCIPAL PUBLIC BUILDINGS.

GOVERNMENT HOUSE, on the east of the Plaza Mayo and called because of its pink colour "La Casa Rosada," is the official residence of the President and headquarters of several Government departments. It is notable for its statuary, the rich furnishing of its halls, and for its libraries.

The CABILDO on the west side of the same Plaza, formerly a seat of government used by the councillors of the Viceroy, was erected in 1711 but has been rebuilt several times. Its original structure, fittings and furniture were replaced in 1940

and it was declared a national monument.

The OLD CONGRESS HALL on the south of the Square, built 1863, is now a National Monument. It has been encircled and built over by a palatial official

bank building. The Congress Hall (Palacio del Congreso) at the west end of Avenida de Mayo, of great size and in Greco-Roman architecture, is the seat of the legislature. It contains the Senate and the Chamber of Deputies. Limited accommodation for the public is available for the sittings of either. The normal Parliamentary session,

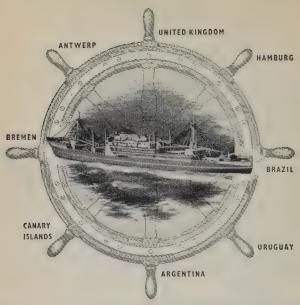
May 1 to September 30, is often prolonged.

The main entrance to the LAW COURTS faces Calle Talcahuano 550. There are

four large central buildings, some 130 ft. in height, built in Neo-Greek style. The MINT (Casa de Moneda) in Avenida Wilson, New Port District, was opened in 1881 in Calle Defensa.

The Banco Central, Calle Reconquista 258, is the seat of the gold reserve and

of the Board which controls and issues the paper currency. In the Strangers' Hall in the G.P.O. Building, Av. Alem and Sarmiento, foreign newspapers are displayed, together with information of interest to tourists. There are also facilities for letter writing.



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The Bolsa de Comercio, a handsome building in Calle 25 de Mayo, corner Sarmiento, is the meeting place of Buenos Aires brokers. It is at once a stock exchange, a grain market, a foreign exchange, and a general produce market. There are 8,000 members. A new Stock Exchange was opened in 1929.

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It is situated in front of Plaza de Mayo.

a whole square. It is situated in front of Plaza de P Ministry of War, Azopardo 250. Ministry of the Interior, Government House. Ministry of Justice, Av. R. S. Peña, 1211. Ministry of Marine, F. Madero & Cangallo.

MINISTRY OF FINANCE, facing Government House, H. Yrigoyen, 250.

MINISTRY OF AGRICULTURE, Avda. Paseo Colon 974.

MINISTRY OF FOREIGN AFFAIRS, San Martin Palace, Arenales 761. MINISTRY OF PUBLIC WORKS, Av. 9 de Julio 1925.

MINISTRY OF INDUSTRY AND COMMERCE, Suipacha 1034. MINISTRY OF LABOUR AND SOCIAL WELFARE, Peru 160.

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CHURCHES.

The CATHEDRAL on the north of the Plaza de Mayo is flanked by the residence of the Archbishop. On this site was built the first church in Buenos Aires, a building which was under repair in 1618. After reconstruction in 1677 the edifice collapsed in 1753 and the rebuilding was not completed until 1804. One of the two towers and domes was subsequently removed, so that the architectural proportions have suffered. A frieze upon the Greek façade represents Joseph and his brethren. tomb (1878) of The Liberator General José de San Martín, is imposing. T are large and elegant marble carvings and in the central nave mural paintings of interest.

The CHURCH OF SAN IGNACIO DE LOYOLA, at Calles Alsina and Bolivar, founded earlier, has occupied its present site since 1722. It has two lofty towers. This Colonial church has suffered little change from renovations. The SAN FRANCISCO, Calles Alsina and Defensa, controlled by the Franciscan Order, was begun in 1731. It was given a new façade in 1808. Two paintings in the sacristy are ascribed to Michel Angelo. LA MERCED, Calles Cangallo and Reconquista, was founded 1604 and rebuilt 1732. One of the altars has a seated figure of the Lord of Humility and Patience carved in wood during the 18th century by an Indian at Misiones. The Santo Domingo, Calles Defensa and Belgrano, founded 1756, shows marks made by English cannon balls in 1806 when they attacked Buenos Aires. Four flags taken from Whitelock's forces in 1806 are preserved. El PILAR, Calle Junin 1904, is attended by Porteño Society; it dates from the end of the 18th century. The Holy Cross, Calle Estados Unidos 3150, established by the Passionists, a modern Gothic building in granite, is a monument to Irish piety.

ST. JOHN'S PRO-CATHEDRAL, 25 de Mayo 282, is Anglican, built one-half at the expense of the British Government and dedicated in 1831. St. PAUL'S, St. PETER'S

and St. Saviour's are Anglican places of worship in the suburbs.

St. Andrew's, Calle Belgrano 579, is one of the 8 Scottish Presbyterian churches. The AMERICAN CHURCH, Calle Corrientes 718, is Methodist Episcopal, and the first of its kind to be established in South America. The present edifice was built

CHRISTIAN SCIENCE: First Church of Christ, Scientist, Ayacucho 349; Second Church of Christ, Scientist, Sargento Cabral 841-7; Christian Science Society,

Chacabuco, 863.

The CEMETERY OF RECOLETA, near Palermo Park, is one of the sights of Buenos Aires. "A Doric portico gives on to the main, paved, cypress-lined avenue of a

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little city of the dead. At the end of the avenue there is a great bronze statue of the resurrected Saviour; on either side, hard up against each other, like houses in a street, there are the family vaults of the Argentine patricians. Every possible style of architecture is represented; there are little pyramids, little banks, little war memorials; sometimes you can see a coffin through a side door: other vaults are arranged like sets of pigeon holes, with the coffins slipped in, their ends either visible, or concealed by a hinged votive tablet." G. S. Fraser, in News from Latin America.

MUSEUMS, LIBRARIES, ARTS, EXHIBITIONS, ETC.

Museo de Bellas Artes (National Gallery), Avenida Alvear 2273, in addition to modern European works, there are paintings attributed rightly or wrongly to old masters; paintings representing the conquest of Mexico, executed three or four hundred years ago, and wooden carvings from the Argentine inland territory. Can be visited, daily except Mondays.

THE NATIONAL LIBRARY, Calle Mexico 566, founded in 1810, has occupied its present site since 1902. About 500,000 volumes and 10,000 manuscripts are

catalogued.

THE NATIONAL HISTORICAL MUSEUM, Defensa 1600, is open daily, except Mondays. It has 6 salons and a gallery. Trophies and mementoes of historical events are

displayed in large numbers.

THE MITTE MUSEUM AND LIBRARY, San Martín 336, preserves intact the house-hold of General Bartolomé Mitre. The manuscripts, documents and printed works are of great value and constitute a unique record of Argentine political development. The Museum and the Library is open daily, except Mondays.

THE NATURAL SCIENCE MUSEUM at Angel Gallardo 450, is open Thursdays and Sundays. It houses palæontological, zoological, mineralogical, botanical, archæological and marine sections. Here are San Martín's uniforms, a replica of his famous curved sabre, and the original furniture and door, transported from France. of the house in which he died at Boulogne.

THE MUNICIPAL MUSEUM, Quinta Saavedra, Av. Gral. Paz & Republiquetas open Thursdays and Sundays, Saturdays and Feast-days, contains coins, utensils hammered from precious metals, old watches, fans, hair-combs, furniture, and

THE NAVAL MUSEUM, Florida corner, Córdoba, is open on Thursdays and Sundays. It contains models old and new, portraits and paintings of historical interest.

THE COLONIAL AND HISTORICAL MUSEUM, at Lujan (41 miles west of Buenos Aires on the Sarmiento Railway) is housed in the old Cabildo building. Its exhibits illustrate the historical and political development of the country. One of the most interesting museums. Can be visited daily, except Mondays.

THE POSTAL, TELEGRAPHIC AND PHILATELIC MUSEUM, General Post Office building, is open Mondays, Wednesdays, Fridays, Sundays and Feastdays.

CABILDO AND MAY 1810 REVOLUTION MUSEUM, Bolivar 65, is open Thursdays, Saturdays, Sundays and Feastdays, Housed in the old Cabildo building which was converted into a museum in 1940, it contains paintings, documents, furniture, etc., recording the epic of May 1810 revolution.

NATURAL HISTORY MUSEUM of the University of Eva Perón, Eva Perón City (ex La Plata), is open daily. World famous museum for its important collections

of historical value.

PERMANENT EXHIBITION OF ARGENTINE INDUSTRY, Thursday, Saturday.

Sunday, and Feastdays, Av. de Mayo 1147, can be visited.

MUNICIPAL MUSEUM OF COLONIAL ART, Suipacha 1422, is open Thursday,
Saturday, Sunday and Feastdays, Contains a most interesting and valuable

collection of arts pertaining to the Colonial epoch.

MUSEO COLONIAL ISAAC FERNANDEZ BLANCO, Calle Victoria 420, west from Plaza de Mayo, contains a collection of furniture, paintings, prints and musical instruments in an old Spanish type house (an inner court with a garden, a blue tiled fountain, a smooth lawn). In a room laid out like a chapel there are wonderful things from Misiones, made by Indians there in the 18th century under the influence of the Jesuits. Open Thursdays, 1-5 p.m., and Sundays, 2-5 p.m.

Parks and Squares:—

The PARQUE LEZAMA, Calles Defensa and Brazil, one of the most beautiful in the city, has old trees, shady paths, rose gardens, terraces, and a bandstand.

The MUNICIPAL BOTANICAL GARDENS, Sta. Fé 3951, give upon the Plaza Italia and contain characteristic specimens of the vegetation of the world. The trees proper to the several provinces of Argentina are brought together in one section.

The PALERMO PARKS with their magnificent avenues form the principal promenade. The Zoological Gardens facing one portion rank in beauty with the finest in the

world and contain a large collection of animals and birds.

The SHOW GROUNDS of the Argentine Rural Society, usually held on a site adjoin-

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TELEGRAMS: PICKERSGILL SUNDERLAND TEL: 3271 3 Lines ing Palermo Park, are the scene of the great May and September exhibitions of livestock, agricultural produce and implements. The show ground is regarded as the finest in the world.

The Annual Livestock Exhibition, usually held in August in Palermo Park, is the principal agricultural show of the year, an occasion upon which the finest Argentine

specimens of pedigree cattle, horses, sheep, and pigs can be seen.

The RACECOURSE or Hipódromo Argentino, in Palermo Park, seats about 30,000. There is an equally large and modern racecourse with grass track at San Isidro, 25 minutes by train or motor-car. The meetings alternate with those at Palermo. There are Sunday races throughout the year, and upon all holidays with the exception of certain National holidays. Betting is by totalisator only.

The racecourse at Ciudad Eva Perón (ex La Plata) is run on similar lines, with

Saturday afternoon and holiday meetings. Special trains run from Plaza Constitución

There are many other important and large Parks, such as 3 de Febrero, Centenario,

Saavedra, Avellaneda, Retiro, Chacabuco, etc., which are beautifully laid out.
The Open-Air Baths (Balneario Municipal) on the river front between Calles

Belgrano-Brasil have, in addition to other appointments, an open-air thearre, gardens and public music. The drive along the Balneario river front runs the whole length of the dock. The bathing season is from December to March inclusive.

The PLAZAS of principal interest include the Plaza de Mayo, containing so many public buildings: the Plaza San Martín, with a monument to its titular hero in the centre; the Plaza Británica, with the clock tower presented by British and Anglo-Argentine residents: the Plaza Lavalle; the Plaza del Congreso, the largest in the city; the Plaza Rodriguez Peña, with its statue to the Chilean General O'Higgins; the Plaza Italia, with its Garibaldi statue; the Plaza Miserere, outside the Sarmiento Railway terminus; the Plaza Constitución, with the Roca Railway terminus Station. There are also the Plazas Independencia, Libertad, Francia, Moreno, Las Heras Alvear, Colón, and the new Plaza de la República, with 220 ft. Obelisk at the junction between the Northern Diagonal and the widened Avenida Corrientes.

Suburbs of Buenos Aires.

Avellaneda (formerly Barracas al Sud) a separate municipality of about 285,000 inhabitants. It is perhaps the most important industrial centre in the whole country, for every line of manufacture is established in the zone. Distant three miles from P. Constitución station and is also served by trams and buses, which cross the Riachuelo river.

Belgrano, about 10 minutes by train and 25 by bus, is a suburb of modern houses and a favourite resort of British residents. There are cricket and tennis clubs, a golf course, an English high school, and church. The Calle Cabildo is a famous business street.

Flores, about 10 minutes by train from I° de Marzo, the terminus of the Sarmiento Railway, and 25 from Plaza Victoria by bus or tram.

Hurlingham, on the San Martín railway, about 45 minutes' journey (17 miles), has a fine club run on English lines, perhaps the best in the country. The principal sports are polo, cricket, golf, and tennis. Many of the residents are British, and there is an English school for girls.

Lomas, 9 miles away on the General Roca Railway, is accessible also by bus and adjoins Banfield. Athletic Club, English school for boys and girls, and church. The district population is about 125,000 and there is a large British community, for it is a popular residential place.

Olivos, fifteen minutes' ride on the Bartolome Mitre Railway, on the River Plate coast, is a favourite residential district offering bathing, fishing, yachting, golf, and athletic sports. It has quays for small trading vessels. Population, 37,000.

Quilmes, a very important industrial centre, particularly for beer, textiles, rayon, ironware and glass. It has one of the largest breweries

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in the world. The population of the district is 115,000. It has many British residents, and an English college for boys, run on true English lines and without doubt the best in South America, a High School for Girls, and churches. It has an excellent bathing station, and is a most pleasant summer resort. It is served by the Roca Railway, trams, and buses.

Ranelagh, another purely residential district patronised by the British and Americans, is 15 minutes by train from Quilmes. It has

one of the best golf courses in the country.

San Isidro, on the Bartolome Mitre Railway and the south side of Rio de la Plata, is a resort for golf, yachting, swimming, and athletics, and one of the most picturesque places on the coast. There is a magnificent turf racecourse, a branch of the Palermo course at Buenos Aires. Population of the district: 92,000.

Temperley, a junction on the General Roca Railway, about II miles from Plaza Constitución, is also served by trams and buses. It adjoins Lomas, has fine country houses, and many British residents.

Population, about 30,000.

Tigre, on the Bartolome Mitre Railway, stands upon an island, about 18 miles (35 minutes) from Buenos Aires. A beauty spot with yachting, rowing, and other clubs, it is one of the most delightful and accessible of resorts. Regattas are held in November and March upon the River Lujan. There are numerous "Recreos" and Restaurants on the river front, but sleeping accommodation is very poor.

There is one town which belongs to Argentina as a whole rather than to any province or area, though it is actually in the province of Buenos Aires and only 41 miles west of the capital by Sarmiento railway or by road. This is:—

Lujan, a place of pilgrimage for all devout Catholics in Argentina. An image of the Virgin was being taken from church to church in the area in 1630 by ox cart. At a certain spot the cart got stuck, in spite of strenuous efforts by men and oxen to move it. This was taken as a sign that the Virgin willed she should stay there. A chapel was built for the image, and around it grew Lujan. The chapel has long since been superseded by a magnificent Gothic basilica and the Virgin now stands on the High Altar. May 21 is her day. Each arch of the church is dedicated to an Argentine province, and two of the transepts to Uruguay and Paraguay.

The old Cabildo now contains the Colonial and Historical Museum of the Province of Buenos Aires. General Beresford, the leader of an unsuccessful British attack on Buenos Aires, was a prisoner here, and so, in later days, were Generals Mitre, Paz, and Belgrano. The river Lujan is picturesque at this point, and is a favourite spot for

picnic parties.

Hotels: España, La Paz. There are numerous Restaurants.

Other Towns in the Pampas.

There are dozens of small, prosperous towns in the pampas—clearing stations for the cattle and grain in their ambit and the supply centres of the rural population, which is much denser in the

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Humid Pampa than elsewhere in Argentina. Each little town is like a ship at sea in the great flat spaces, and is a landmark from a great distance. They are built in the Spanish style around a central plaza which usually contains the church, the administrative offices of the area, and the hotels. There is always, inevitably, a railway station, one or more cinemas, a market, and quite often a near-by aerodrome.

Only the larger towns and the playgrounds of the huge population

of Buenos Aires will be dealt with here.

Cíudad Eva Perón (ex La Plata) is on the shore of the Plata river and only 35 miles south of Buenos Aires. It can be reached by the Roca railway or by a paved road. It is the capital of the Province of Buenos Aires, with a district population of 200,000 and is essentially a modern city, for it was not founded until 1882. The streets and diagonals are wide and there are imposing public buildings. It has most successfully fused its dual role of great port and cultural centre. Its port, one of the best in the Republic, is accessible to ships of the largest tonnage and makes it a main outlet for the produce of the pampas. Its major industrial interest is in refrigerated meat products and the Y.P.F. (government owned) petroleum distillery; a 45-mile pipeline runs from the distillery to the South Dock at Buenos Aires. It is also the seat of the archbishopric; its university colleges and secondary schools and technical schools for women are famed throughout Argentina. Its Museum of Natural History is one of the best in the world and has several unique exhibits.

Points of Interest: The Museum at Ciudad Eva Perón, famous for its collection Points of Interest: The Museum at Ciudad Eva Perón, famous for its collection of extinct animals is open daily, except on public holidays. Its treasures are largely ethnological and include human skulls, mummies, and prehistoric implements used by man. There are zoological, botanical, geological, mineralogical, palæontological and archæological sections with cases interesting both to the curious and the scientific. Well laid-out Zoological Gardens; fine racecourse, run under similar rules as the Palermo course, and Observatory. The Museum, Zoological Gardens, and Observatory are all in the public park. The Town Hall and Cathedral are in the Plaza Moreno. Ten minutes in the train takes one to the picturesque Islas de Rio Santiago and to the Yacht Club, Arsenal, and Naval Academy.

Hotels: American Bar. City. Marini.

Hotels: American Bar, City, Marini. Cables: Western Telegraph Co., Ltd. Agent: Puleston & Co., Calle 49,

Buenos Aires to Mar del Plata: Along the same shore, on the Atlantic coast 248 miles south of the capital, lies Mar del Plata, the fashionable Argentine seaside resort. There are Roca line trains that run from Constitución Station; there are also various bus lines from the city of Buenos Aires; or it can be reached by air. The train route south goes through the suburbs of Avellaneda, Banfield and Temperley, and reaches (70 miles) the town of :-

Chascomus, on the shores of Lake Chascomus, in a wide plain. The large salt water lake covers 3,000 hectares and increases greatly in size during the rains. This brackish water is an important breeding place for pejerrey fish; up to 1,000 kilos have been caught in one day during the winter season, when amateur fishing competitions are held. There is a Regatta Club and bathing beaches and camping grounds at Monte Brown, on the far side of the lake.

Hotels: San Martín, Riviera, Americano, Colón, Del Lago.

Dolores, 127 miles from Buenos Aires, has a district population of 25,000; it was founded in 1818, destroyed by Indians three years later, and rebuilt. This agricultural and pastoral cattle farming

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Mar del Plata is reached in six hours by train and in 10 hours by Pullman bus services from the capital. The normal population is 50,000, but during the summer months well over half a million visitors come to the place, for it is a popular seaside resort with all classes. There are luxurious hotels as well as moderate, comfortable ones and a host of pension houses and lodgings. The season is from December to Easter; during January and February leaders in most spheres of Argentine life make Mar del Plata their temporary home.

There are fine Plazas, especially Plaza Luro, planted with trees and flowers. There are five miles of beaches. At one of them, Punta Inglesias, a great white stone amongst the rocks has been chiselled into the head of Florentino Ameghino, the paleaontologist who collected the fossils in the museum at Ciudad Eva Perón. On other beaches are the municipal swimming pool, the pier of the Fishing Club, a Yacht Club, a Golf Club, the Club Nautico, and the port. The wooded Parque Camet, owned by the Club Mar del Plata but open to the public, is five miles to the north.

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There is good, rolling country outside the town. To the north (21 miles) is a lagoon—the Mar Chiquita—joined to the sea by a narrow channel. There is good fishing, yachting, boating and bathing here. Picturesque spots to the north-west are (12 miles) Laguna de los Padres, and (20 miles beyond) the Laguna la Brava, at the foot of the Balcarce hills. In these hills is the resort of Balcarce, 48 miles from Mar del Plata, a centre for hill visits to La Brava, above Ruca-Lauguen, and the Cinco Cerros, five hills most strangely shaped. Beyond Balcarce a road runs to Tandil, which is also reached from Mar del Plata (158 miles) by a railway.

From Mar del Plata, along the rocky sea-front to the south, there

is a road (33 miles) to:—

Miramar, a summer bathing town also reached by Roca railway from Buenos Aires (11 hours). The cliffs backing the beach are higher than at Mar del Plata, and the surrounding hills more picturesque. It is a good deal less expensive to stay at than Mar del Plata. There is a fine golf course at Hotel Golf Roca ex Dormy House, and a Casino for roulette, etc. Nine miles by road or railway to the south, set amongst dunes and great rocks, is Mar del Sud, (Atlantic Hotel) with good fishing in a lagoon and excellent bathing on the beach.

Hotels: Atlantico, Playa, Gran Rex, Royal, Palace, Ideal.

About 53 miles further by road along the shore to the south-west

is another famous bathing resort :-

Necochea, reached directly from Buenos Aires, 310 miles, by Roca Railway in 12½ hours. It stands next to Mar del Plata in repute as a bathing resort; the beach is over 15 miles long. The surroundings are picturesque. Visits can be paid to the Paseo del Puente, the Cascada, or waterfalls 10 miles up the Rio Quequen Grande, Los Manantiales, and the Laguna de los Padres. Grain is exported from the port. Urban population: 18,000.

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Hotels: Royal, Necochea, Plaza, Bambi, Atlantico, San Miguel, Windsor.

About 2 miles across the mouth of the river from Necochea is :-Quequen, with an excellent beach, good bathing, and pleasant scenery. The channel to the port has to be dredged daily to maintain enough depth for vessels.

Hotels: Quequen, Faro, Costa Azul.

Over 200 miles south-westwards from Necochea, along the coast, is the port of Bahía Blanca, best reached by sea or by rail or by paved road direct from Buenos Aires.

Buenos Aires to Bahia Blanca: The shortest of several possible routes is by way of Las Flores, Azul, Olavarria and Coronel

Pringles. This route is 397 miles long and takes 11 hours.

Azul, 178 miles from the capital, is an important cattle centre. with good shooting in the valley of the Azul river, which runs through picturesque sierras. Population: 30,000.

Hotels: Gran Hotel Azul, Argentino, Roma, Comercio. Bank of London & South America, Ltd.

Coronel Pringles, also on the Rosario-Puerto Belgrano line, is 304 miles from Buenos Aires and 135 miles north of Bahia Blanca. This flourishing agricultural town of 12,700 people is at an altitude of 900 feet. The line ascends to 1,060 feet at Peralta before dropping to sea-level at Bahia Blanca.

Another route from Buenos Aires to Bahia Blanca which is 38 miles longer than the one just given, branches off southwards at

Flores and runs through Tandil and Tres Arroyos.

Tandil, 205 miles (6 hours) from Buenos Aires, is at the northern edge of the Sierra del Tandil, a ridge of hills which runs westwards from the sea into the flat pampa for 150 miles. Built on hills and set amongst hills, it is a quiet, pleasant health and pleasure resort with fine views of sierra scenery. The air is splendidly clear and refreshing; there could be no better place for those who have wearied of the monotony of the plains. Granite is quarried near-by. The population is 39,000.

From the Plaza Moreno an avenue leads to the foot of a hill; here is an arch erected by Italians. Beyond, in Parque Independencía, stairs lead to a terrace above which stands a statue of General Martín Rodriguez, who took an active part in the wars against the Indians. There is a wide and splendid view from the top of the hill.

A mile west of Tandil stood the famous balancing stone called the Piedra Movediza; it fell of its own accord in 1912. Whilst it stood the huge mass of granite was so exquisitely balanced that light puffs of wind would set it swaying. Indians in the last century believed the stone would fall as a sign of God's approbation if white men were driven out of the country. General Rosas ordered the stone to be pulled down, but a number of men hauling away with oxen teams failed to dislodge it. A somewhat similar phenomenon, the Sentinel Stone, can still be seen on top of the Cerro Americo Rossi.

Hotels: Palace, Roma, Plaza, Continental, Eden.

Tres Arroyos, 110 miles south of Tandil, gets its name from the fact that it is encircled by three streams. Population: 32,000. The town is the centre of an important agricultural and livestock district. Wheat is the great crop here, as it is along a wide belt of land from



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Vina del Mar to Bahia Blanca. Tres Arroyos is about 40 miles from the sea.

Hotels: City, Paris, Plaza, Tres Arroyos.

Bahia Blanca, with a population of 95,000, is the most important city south of Buenos Aires. It stands at the head of a large bay where the river Naposta runs into it, and is the port for the southern pampas of Buenos Aires, Eva Perón and Mendoza provinces stretching west to the foot of the Andes; the region contains over a million people. Of the many railways converging on the city one runs west to the Chilean frontier; it will be connected, later, to the Chilean railway system. One runs to Santa Rosa, the capital of Eva Perón province, with a population of 14,000. The main export is grain, and the main imports petroleum, agricultural machinery, and lumber.

Bahia Blanca comprises the city itself, built back from the river front, and five ports at various distances from the city on the north bank of the Naposta. Arroya Pareja and the naval base of Puerto Belgrano are at the mouth of the estuary; Puerto Ingeniero White is 14 miles inland, Puerto Galvan 2 miles beyond, and Castrenos yet another 5 miles upstream.

The city has some fine modern buildings and two parks. In the Parque de Mayo are some lakes fed by the River Naposta and

interesting statuary. There is a Zoological Garden in Parque Independencia, on the outskirts.

Some 60 miles to the north is the Sierra de la Ventana, a favourite area for excursions from Bahia Blanca. A small town in these hills— Sierra de la Ventana—is a good centre for exploring them. Tres Picos, rising bare and barren from the rich farmlands to 3,500 feet, is only four miles away.

Bahia Blanca Hotels: Central Muñiz, Atlantico, Italia, España.
Bank of London and South America.
Cables: Western Telegraph Co., Ltd. Agent: R. C. Hill, O'Higgins 32. All America Cables & Radio. Agent: E. Burton, Calle Brown 43.

About 120 miles north of Bahia Blanca by rail through Saavedra

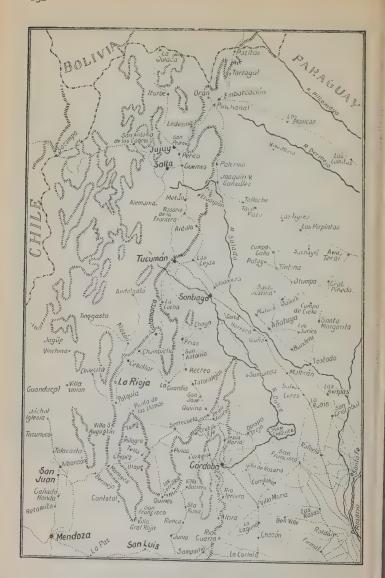
Carhue, served by three railways, one of which, via Bolívar, runs to (312 miles) Buenos Aires. Three miles away is a sheet of water, Lake Epecuen, which covers over 60,000 acres and is so strongly mineralised that it is over twenty times saltier than the sea. No fish can live in it. These waters are very helpful for chronic rheumatism and skin diseases, and thousands of visitors bathe in them. There is a small coterie of smart hotels at the lake side, and a fort used during the 19th century in the wars against the Indians; it is today a museum devoted to details of those wars.

About 21 miles north-east of Carhue is :-

Guamini (Hotels: La Aragonesa, Roma), a small but pleasant summer hill resort of 3,000 inhabitants on the shore of Laguna del Monte. This lake is not as salty as Lake Epecuen; the fishing of pejerrey is one of the attractions.

Hotels at Lake Epecuen: Plage, Azul, Hispano Argentino, Gran Parque,

Hotels at Carhue: España, Bristol, Marconi, Gloria.



The North West.

The Provinces of Jujuy, Salta, Tucumán, Catamarca, La Rioja, San Juan, Mendoza, San Luis, and Córdoba. See the map of the Provinces, page 81, and the map of the North-western region, page 132.

If the reader will consult the first few pages of the chapter on Bolivia, he will find that the pattern of the land, from the crest of the Andes in the west to the river Paraguay in the east, consists of a high, dry Altiplano rising to a Puna cut into on its eastern face by rivers which flow into the Lowlands. This configuration of the land is carried southwards into all the north-western provinces of Argentina as far as Tucumán. But the altitudes in Argentina are not quite so great as in Bolivia, and the whole area not so large. Altiplano and Puna together are not more than 250 miles wide; the former is about 11,000 and the latter about 13,000 feet above sea level. As in Bolivia, higher ranges stand out of the Puna; in some cases they reach a height of over 19,000 feet. It is into the Chaco that the east running rivers born on the Puna flow; their broad valleys, or quebradas, make access to the heights comparatively easy. Between the base of the Puna and the Chaco lie a series of Front Range hogback hills running roughly from north to south; the lowlands between them are known in Argentina as the valles. Bolivia, the Puna is sparsely covered with shrubs, its eastern face and many of the Front Ranges are forested, though the scrub forest of the Chaco is also found in the "valles". Tucumán is the southern boundary of this kind of land. North of Tucumán crops can be grown without irrigation (though there is irrigation where the soil is absorbent), but south of Tucumán the rainfall tapers off, and crops and fruit cannot be grown without irrigation. South of Tucumán is droughty land, with long north-south ranges of low hills such as the Sierras of Córdoba, set in plains which have salt flats and swamps in the depressions between them.

Settlement and Economy: The Incas were unable to push further south than Tucumán. It was along the Inca road that the Spaniards pressed south and founded a group of towns in the northwest: Santiago del Estero (the first) in 1551, Tucumán in 1565, Córdoba in 1573, Salta in 1582, La Rioja in 1591, and Jujuy in 1592. Mendoza (1561), San Juan (1562), and San Luis (1598), were all colonised by people who crossed the passes from Chile. All these colonies were hemmed in by the warlike tribes of the Pampas, and until the war of extermination in 1880 the route from Buenos Aires to Cordoba was often unsafe. The Indians raided frequently for cattle, which they drove south and over the Andes for sale in Chile.

During the whole of the Colonial era the trade of the area was with Bolivia and Peru rather than with Buenos Aires, which was little more than a garrison and smuggling port, and trade was almost entirely in mules for the mining areas of the north. The mules were bred mainly in the plains between Rosario, Santa Fe, and Córdoba. These were driven annually, first to the irrigated pastures round Córdoba, Santiago del Estero and Tucumán, next to the irrigated "valles" round Salta, and finally into the town of Salta for the great fair in February and March at which they were traded for

silver or for imports through Lima. At the end of the summer rains they were driven into the mountains and the Argentine muleteers trekked home. Salta traded in as many as 60,000 mules a year, and was the north-west's greatest commercial centre until the beginning of the nineteenth century. Salta is now of little importance. It is reduced to trading the maize and wheat of the "valles" for the wool and salt of the uplands. (It remains to be seen whether the new railway line between Salta and Altofagasta in Chile opened in 1948 will bring new prosperity to the town).

It is cattle, not mules, which are grazed in the "valles" of the Front Ranges to-day during the summer; during the dry winter they are driven into the mountains for fodder: an ancient case of transhumance. As in the pampa, alfalfa and maize are grown as feed and food crops; there is also some sugar. When population pressure upon food grows more intense, the small, scattered and isolated communities of the "valles" will be linked together and with the outside world by roads; they will then make an enormously greater

contribution of food than they do to-day.

As it is, the sugar production (Tucumán, Jujuy and Salta) and the fruits of the Cuyo Provinces (Mendoza and San Juan) have temporarily eclipsed all other issues. These provinces are now in close relation with their internal and foreign markets. Tucumán was always important, for the two river routes of the Salado and the Dulce across the dry belt forced the mule traffic to pass through Tucumán on the way to Salta. The waggons and the harness of Tucumán were important for the trade. But Tucumán, unlike Salta, did not sink into insignificance with the ending of the mule trade: it was saved from that by the advent of sugar, for Tucumán is singularly well placed for the growing of cane. A little to the south, a little to the east, and frosts make cane impossible; frost would make cane impossible at Tucumán too if it were not for a happy chance. The Front Ranges come to an end north of Tucumán, so there is nothing to deflect the impact of the warm, wet winds from the east against the high Sierra de Aconquija to the west of the town. This has two effects: several streams rise in the Sierra (they join the Rio Dulce), and there is ample water for irrigation; more important still, the cloud banks close to the mountain prevent frost within an area of about 35 miles from its base. On the lower slopes of the mountain even irrigation is not necessary. Three-fifths of the land possible for cane is planted to cane, and the rest mostly to maize. When sugar growing got into its stride there was, naturally, a great inflow of immigrants, but nearly all of them came from neighbouring towns and lands, and not from abroad. That is why Tucumán to-day is still different from the towns of the Humid Pampa.

Mendoza and the Vineyard Areas: South of Tucumán there is far less rain and nothing can be grown except under irrigation. On the irrigated lands grapes and fruits are possible, and alfalfa takes the place of the maize grown in the north. Three of the more important oases in this area of slight rainfall are Mendoza itself, with two rivers from the Andes: the Mendoza and the Tunuyan; San Rafael, a 100 miles to the south, with two rivers, the Diamente and

the Atuel; and San Juan, whose oasis is fed by the Rio San Juan. The rivers do not flow far; they run into swamps and are swallowed

by the land.

Of the 15 million hectares in Mendoza Province, only 270,536 or (1.8 per cent.) are cultivated; 40 per cent. to vine, 25.2 per cent. under alfalfa grown for cattle, and the rest under olive groves and nine-and-a-half million fruit trees: peaches, apples, pears, plums, quinces, apricots, and cherries. A flourishing new industry is the peppermint planting which appeared in 1939-40. In the other cases there is a little more alfalfa than there is vineyard or fruit orchard.

Individual owners do not produce their own wine, as in France. Wine making is expensive, and the grapes are sold for pressing to central bodegas. The wine cannot compare with imported French

or even Chilean wines.

"The rural landscape of the vineyard oases is distinctive," says Preston E. James in Latin America. "Always in the background are the naked, rocky slopes of the easternmost ranges which shut out the view of the higher peaks, such as Aconcagua. In the foreground on irrigated land are straight rows of vines, some festooned on trellises, some pruned low on wires, but all threaded with the little irrigation ditches. . . . Between the fields, and along the sides of the dusty roads are long rows of tall, slender poplars; and here and there groups of houses are to be seen, low, one-story structures with whitewashed adobe walls and red-tiled roofs."

Mining in the North-West: Small quantities of various minerals are mined, and there is petroleum at Mendoza. These are dealt with under "Mineral Wealth."

Main Towns of the North-West:

Córdoba and the resorts in the hills of Córdoba, and the towns to the north—Tucumán, Salta and Jujuy—will be dealt with first, followed later by the towns at the base of the Andes—Catamarca, La Rioja, San Juan, Mendoza and San Rafael.

From Buenos Aires to Córdoba: There are several roads and railways. A paved road runs via Pergamino, San Nicolas, San Rosario, and Bell Ville to Córdoba. The Mitre railway, also through Rosario, Bell Ville and Villa Maria, is 434 miles long, and takes about 10 hours. Bell Ville, 122 miles north-west of Rosario, was named after Robert Bell, one of a number of Englishmen who settled here and founded the town in the seventies. There is an important experimental school of dairying and agriculture here. Villa Maria, 36 miles from Bell Ville, has a population of 34,000. It is a centre for grain, timber and dairy produce. In 1872, because of its central position, it was somewhat fantastically nominated by Congress as a suitable capital for Argentina.

Hotels: Palace, Colón, Internacional.

Another route, 522 miles long, runs through Pergamino, Venado Tuerto, and Rio Cuarto to Córdoba. Pergamino, 141 miles from Buenos Aires, is a considerable railway junction, with lines going to Junin, to Córdoba, to Rosario, and to San Nicolas. Venado Tuerto, 90 miles beyond Pergamino, is a pleasant country town of 14,000 population, with many large and well managed estancias near at hand. It has an excellent country club at which race meetings and

tournaments are held twice a year. A 150 miles beyond is **Rio Cuarto**, a considerable agricultural centre with a population of 68,000. Lines branch north-east to Villa Maria, on the first route described to Córdoba, and south-west to Villa Mercedes, on the railway from Buenos Aires to Mendoza. The Municipalidad is a pleasant old building with an outlook tower. There is a golf club.

Almost due north, and 140 miles away, is Córdoba.

Córdoba, capital of Córdoba Province and Argentina's third city in size, has 365,000 inhabitants; it stands at an altitude of 1,440 feet, and is 432 miles from Buenos Aires. The district is renowned for its beauty and the city for its buildings, for Córdoba was founded as early as 1573, and still retains some of its colonial dwellings. Its university, founded in 1613, was the first in the country. Picturesque

in itself, the town stands near sierras of exceptional beauty.

The older part of Córdoba lies to the south and west of the Rio Primero, which winds through the city; the newer part, on higher ground, is called Alto Córdoba. The streets are on the chessboard pattern. The heart of the old town is Plaza San Martín (his statue is there). On the western side is the ancient Cabildo: the Provincial Museum's natural history section is housed in the top floor. Next to it stands the Cathedral, built between 1698 and 1758. Four towers with spiral stairways end in cupolas. A high balustrade circles the roof of the building. The interior is dark and unsympathetic and spoilt by some poor painting.

On Calle Independencía, leading south from the Plaza San Martín, is the Church and Convent of Santa Teresa (beautiful doorway, 1770). An old colonial building, the Viceroy's House, is on Calle Rosario de Santa Fe, east of the central plaza; it houses the Historical and Colonial Museum, a most interesting collection. North of Plaza San Martín, on Calle Rivadavia, is the Church of La Merced, whose old colonial pulpit is well worth seeing. The Church of La Compañia, on Plaza Sobremente, with a simple façade,

dates from about 1670.

The Academy of Fine Arts, the theatre and the Olmos School are near the Plaza Velez Sarsfield (there is a statue to this jurist who gave Argentina her civil code). A diagonal, Avenida Argentina, runs to the round Plaza Centenario, where the Museum of Fine Arts is housed in a pillared building. East from this plaza a street leads to the beautiful Parque Sarmiento, where there is a good Zoological Garden, an aquarium, a small waterfall, and excellent views of the many-towered town.

The astronomical observatory (at the south end of Calle General Artigas) gives Córdoba the same prestige in Argentina that Greenwich

has in England.

Hotels: Crillon, Bristol, Normandie, Plaza, San Martín, Ritz, City. Bank of London & South America, Ltd.

The Sierras of Córdoba, rising in rounded hills from the pampas, their lower slopes often clothed with trees, particularly in the south, and their tops flat, attract each year a large number of visitors from the towns. Córdoba itself is a good centre for exploring them, some by train, and most of them by road, though many

visitors put up at the hotels-many of them very good hotels-at the dozen or so small towns dotted over the hills. The highest peak, Champaquí (8,450 feet) has a small lake on top. The hills run, roughly, for 300 miles from north to south, east of Córdoba they are 90 miles wide. There are three ranges of them: the Sierra Grande, the longest, in the middle, with Sierra Chica to the east of it and Sierra de Guisapampa and its continuation, the Sierra de Pocho to the west of it. Swimming, riding, walking, shooting and golf are the main recreations of a holiday in these hills. Many of the hotels hire out horses and cars for excursions. The travel agencies or the Bartolome Mitre Railway at Buenos Aires, or the Fomento Turismo Sierras de Córdoba (Calle San Jeronimo 38, Córdoba) will give all the information necessary for planning a visit. The irregular contour of the region gives a considerable choice of altitudes and of surroundings.

NOTE.—There are innumerable good hotels and pension houses in the Côrdoba mountain region; hotels are therefore not always given.

Alta Gracia, altitude, 1,900 feet, 30 miles south-west of Córdoba. Interesting colonial church and buildings. Recreations: motoring, walks, riding, tennis, golf.

Hotel Sierras (with 9-hole golf course, croquet, and shooting).

Ascochinga, 44 miles north of Córdoba by road via La Cumbre. Altitude,

2.600 feet. Picturesque, dating from colonial days. Good winter fishing; shooting from May to September, but game not plentiful; pumas found in the hills.

Capilla del Monte, 66 miles from Córdoba, in the heart of the Sierras. Altitude. 3,000 feet. Medicinal waters, rocks and waterfalls and wide views. Game and fish scarce, but pumas, condors, and foxes in the hills. Tennis, golf, target shooting, and horseback excursions in the hills, particularly to Cerro Uritorco (6,755 feet).

Cosquin, 35 miles from Córdoba. on the banks of a river. Altitude, 2,200 feet. Beautiful surroundings, with a dry healing air. Swimming.

Cruz Chica, altitude, 3,500 feet. Swimming, tennis, climbing, motoring, riding,

walking; one of the most attractive spots.

Jesus Maria, 32 miles north of Córdoba. Altitude, 1,750 feet. Good 18th century Jesuit church. Good trucha, dorado, and carpa fishing in winter; game in season, wild goats and foxes plentiful. Shooting permits required from the owners of estancias La Paz, Sta. Catalina and San Jorge.

La Cumbre, 57 miles from Córdoba. Altitude, 3,900 feet. Trout streams with good fishing from November to April. Swimming, golf, tennis.

La Falda, 36 miles from Córdoba. Altitude, 3,000 feet. Pleasant at all seasons. Little fishing good partified and hare shooting. Golf swimming.

Little fishing, good partridge and hare shooting. Golf, swimming.

Mina Clavero, 87 miles from Córdoba by bus through grand lake and hill scenery. A charming town, and good centre for exploring the high sierra, especially Champaqui, the highest peak in the Sierras. Altitude, 3,000 feet. Usual sports. Natural waters.

Villa Dolores, 116 miles from Córdoba, 30 miles from Mina Clavero. Altitude, 1,700 feet. Rail from Buenos Aires via Villa Mercedes. Population, 15,000. Shooting: partridge, quail (martineta), and hare. Swimming.

Valle Hermoso, 45 miles from Córdoba, near La Falda. Altitude, 2,800 feet. Old church of San Antonio. Riding, motoring.

Yacanto, near Villa Dolores, at the foot of Mount Champaqui, in a region of woods and waterfalls. Reached by motor from Villa Dolores station (San Martin Railway). Curative waters. Tennis, golf, shooting, fishing, bathing, riding, climbing.

The Belgrano railway runs north to Tucumán, 325 miles away. From Recreo a branch runs west to Chumbicha, where it connects with a line north to Catamarca and south to Rioja; they will be described later. Tucumán is reached from Buenos Aires (714 miles, 23 hours), by the Mitre line running through Rosario and La Banda. Beyond Tucumán the line runs north via Rosario de La Frontera and Jujuy to La Quiaca, on the Bolivian border, 400 miles from Tucumán.

Tucumán, now called San Miguel de Tucumán, the capital of its province and with a population of 210,000 is the busiest and the most populous city in the north. It has been called the Garden of Argentina, for its natural beauties are great. The city itself is on a plain, but behind it towers the heights of the Sierra de Aconquija. Over a million acres irrigated by streams flowing from the mountain have been planted to sugar cane. The city was founded by Spaniards coming south from Peru in 1565, and there are still many colonial buildings left. General Belgrano won a decisive battle against the royalists here in 1812, and in 1816 the Congress of the United Provinces of Rio de la Plata met at the Casa Historica to draft and proclaim Argentina's declaration of independence. Historica, a simple building which has been reconditioned, is on Calle Congreso. It contains the chair used by the President of the Congress and a few other pieces of furniture. In a railed patio near the Casa is a bas relief depicting the act of independence. On Plaza Belgrano, where the battle of 1812 was fought, there is a statue of the general. To the east is the university, with a grand view from the "vivero." In the Cathedral is the cross used during the founding of the city. The Cathedral is south of Plaza Independencia, the main square, which is beautified with palm and orange trees planted round a statue of liberty. The Government Palace is on the west side, with San Francisco church next to it.

There are two parks in the city: 9 de Julio and Avellaneda. There is an interesting menhir stone in the former; beyond it is a road to Bishop Colombres' house; it was he who introduced the sugar cane to Tucumán, and in the house is his first crude attempt at a pressing machine. At Villa Nogues, an hour up the mountain side (one of the most interesting tours), is a fine group of buildings of European style; the district is the summer residence of the wellto-do Tucumán residents. Aconquija park, with glorious trees, is at the foot of the mountains. The Quebrada de Lules, not far from the

town, is worth visiting.

Hotels: Coventry, Plaza, Internacional, City, Ideal.
Bank of London & South America, Ltd.
Cables: Western Telegraph Co., Ltd. Agent: Jose Manuel Cortes, Crisostomo Alvarez 75.

Two railways run north to (90 miles) Rosario de la Frontera, a popular resort from June to September. Altitude: 3,200 ft. Five miles away there are sulphur springs (Hotel Termas), famous for

their curative values.

From Guemes, 92 miles north of Rosario de la Frontera, a branch line runs west through the mountains to (30 miles) Salta, the capital of its province, a city of 43,000 inhabitants. Altitude: 3,895 ft. There are old colonial buildings (the city was founded on its present site in 1582) and the inhabitants still build in the style. The Cathedral is one of them; it stands on the north side of Plaza 9 de Julio, the centre of the city; it contains the much venerated images of the Virgin of the Miracle and the Lord of the Miracle, the latter sent from Spain in 1592. The miracle was the sudden cessation of a terrifying earthquake when the images were paraded through the streets on September 13, 1692; a fiesta in their honour is still celebrated at Salta each September. The Cabildo, on Calle Caseros, is also an old building.

Hotels: Salta, Plaza, Alcala.

In the intermont basin of which Salta is the centre, sugar cane is grown and there is much livestock ranching with agriculture: the meat is sent by rail over the mountains to North Chile and to Bolivia. The growing of tobacco and the wine grape are important industries. There is lumbering in the mountain forests. Salta is rich in minerals: petroleum, silver, lead, copper, gold, and marble, but they are not much exploited because communications are difficult. These have now been greatly improved by the opening, in 1948, of a railway, through the little town of San Antonio de los Cobres, to Antofagasta, in north Chile. It is 559 miles long-355 miles lie in Argentinaand reaches an altitude of 14,680 ft., as it passes over the Chorillos Pass. The Argentine country it traverses is a barren, rocky plateau 7,000 to 11,000 feet above sea level and inhabited by Coya Indians whose racial character and economy bear a far closer resemblance to their cousins in Bolivia than to the Salteño lowlander. The railway's prospects are all in the future, but Antofagasta is now within some hours' contact with Argentina instead of having 4,000 miles of ocean between. Nitrates and copper can now be taken into northern Argentina, which is able to supply badly needed fruit, grain and meat in return.

There is a road from Salta to Jujuy, standing in another intermont

basin to the north.

Jujuy, now known as San Salvador de Jujuy, the capital of Jujuy province, is 41 miles by rail north of the junction Guemes on the Tucumán-Bolivia railway. It was founded in 1592. Most of the town is on the southern side of the Rio Grande. The Government House is in a fine square, Plaza Belgrano, in the eastern part of the city. On the western side of this plaza is a colonial church almost ruined by restorations and "improvements," but standing alongside is a chapel which contains a superb pulpit, a colonial treasure without its equal in Argentina. The townspeople show the doorway on Calle Lavalle through which General Lavalle, the enemy of Rosas, was killed by a bullet in 1848, but the door is a copy of the original, which was taken to Buenos Aires. In the western part of the city are Park San Martín and an open space, La Tablada.

Jujuy stands at an altitude of 4,167 feet. The population is 30,000. Wheat and maize and sugar cane are grown in the near-by valles,

and cattle are reared on the pastures.

A little over 10 miles away is Termas de los Reyes, where there are hot springs. This resort is set amongst magnificent mountains.

Hotels: Bristol, Paris.

Fifteen miles beyond Jujuy the railway ascends, by rack and cog, into the dry uplands. For about 70 miles glimpses are caught of pockets of cultivated land in the valleys, but beyond Humachuaca the puna is bleak and barren all the way to La Quiaca, on the Bolivian border and 175 miles from Jujuy. The town stands at an altitude of II.358 feet. The climate is cool, requiring overcoats the year round. There are many Bolivian Indians wearing their white "homburg" hats in the streets, for the town is a supply centre for southern Bolivia.

The Belgrano railway's terminus is here, a few hundred yards

from the Bolivian railway station of Villazon, where connection can be made with the Bolivian system to La Paz.

Hotels: Savoy, Gran.

Mendoza and the Andine Towns.

Mendoza, at the foot of the Andes, is 664 miles from Buenos Aires. The San Martín railway to it from Buenos Aires, through Mercedes, Junin, San Luis and La Paz, runs over the great flat pampa; the line is continued over the Andes to Valparaiso and Chile, 910 miles from Buenos Aires.

The Transandine Route: Trains leave Buenos Aires on Thursdays and Sundays at 10.20 a.m. The monotony of the cattle breeding and grain-growing plains is broken only by clusters of trees surrounding the farm buildings of the estancias. Brightly coloured birds rise from an occasional small lake. The train is comfortable, with sleeping berths for the night, for it does not reach Mendoza until early next morning.

Sixty miles from Buenos Aires is :-

Mercedes, in Buenos Aires Province, an old but progressive city with a population of 35,000. It is a railway junction of some commercial importance, with many fine private and public buildings. (There is another Mercedes in Corrientes Province).

Hotels: Paris. Comercio.

The workshops of the San Martín railway are at :-

Junin, 159 miles from Buenos Aires. Also served by Mitre railway, the town is close to lagoons from which quantities of freshwater fish are taken to Buenos Aires. The population is 45,000.

Hotels: Junin, Central. Cable: All America Cables & Radio, Inc., Ayacucho 17.

At Villa Mercedes, 431 miles from Buenos Aires, a line runs north to (76 miles) Rio Cuarto. About 40 miles beyond Villa Mercedes we begin to run into the rolling hills of San Luis; beyond there are stretches of woodland. San Luis, 61 miles from Villa Mercedes, is the capital of the Province of San Luis. It stands at an altitude of 2,513 feet at the southern end of the Punta de los Venados hills. It was founded by Martin de Loyola, the governor of Chile, in 1597, and has still a faintly colonial character. The grain and cattle country here is varied by an occasional vineyard. Population: 37,000.

Hotels: Nacional de Turismo, España, Royal,

Seventeen miles beyond San Luis the line climbs to a height of 1,500 feet and descends again along the valleys of the Rio Desaguadero. From the small junction of Las Catitas, 57 miles from Mendoza, a branch line runs south to (114 miles) San Rafael, through country which is typical of the land east of the Andes, sometimes aridly dry, sometimes marshy, and sometimes cultivated. At San Rafael itself, at the foot of the Andes, irrigation makes it possible to grow fruit in large quantities. The town—there are some oil wells near—has a population of 32,000.

Hotels: Rex. España.

As we approach Mendoza in the early morning we see what appears to be a long line of crumpled cones of aluminium on the sky line. These are the foothills of the Cordillera. Here, at an altitude of 2,460 feet, lies:—

Mendoza, the capital of its province. Rainfall is slight, but irrigation has turned the area in which it lies into a great green oasis—"The Garden of the Andes"—covered with fruit trees and vineyards. There are oil wells in the area too, for the Province of Mendoza is now Argentina's second largest producer. The popular

lation of the city is 110,000.

The city was first colonised from Chile. It was founded in 1561 by a Spanish captain who named the new town in honour of his master, the then governor of Chile. It was from here that the Liberator José de San Martín set out with his army of the Andes to cross the mountains, first to help in the liberation of Chile, and then to pass north by sea to capture Lima and liberate Peru. The city was completely destroyed by fire and earthquake in 1861, so Mendoza to-day is essentially a modern city of low dwellings (as a precaution against earthquakes), but thickly planted with trees and gardens. The best thing in it, from a tourist's point of view, is the Cerro de la Gloria, a hill in a great public park crowned by an astonishing monument to San Martín. There is a big rectangular stone block with bas-reliefs depicting various episodes in the equipment of the army of the Andes—the women offering their jewels to San Martín—and the actual crossing. In front of the block, San Martín bestrides his charger. The monument is surmounted by a great bronze condor and the Goddess of Liberty. The statue is surrounded by groves of eucalyptus trees. Steep and twisting paths in the park run to the Zoological gardens, where real condors can be seen in a cage. There are watercourses and a lake in the park too, and views of the backcloth of the Andes rising in a blue-black perpendicular wall, topped off with dazzling snow, into a china-blue sky.

The Palacio de Gobierno is in the centre of Plaza Independencía. On Calle Colón, next to the large Jesuit church, is the historical museum, containing some of San Martín's belongings. The Moyano Museum of Natural History is on Calle Belgrano; this, too, has some colonial exhibits, but is best known for its collection of Argentine plants and animals. The best shopping centre is Calle Las Heras. The annual grape harvest festival is in early April.

Industries at Mendosa: Wine bodegas and fruit preserving.

Buses run services to pleasant places in the neighbourhood. The thermal springs of Villavicencio, 30 miles north, are at an altitude of 5,900 ft. The climate is delightful and the scenery beautiful. The curative waters vary in temperature between 98.6° F. and 118.4°, and are especially valuable for long cures where a weak alkaline treatment is indicated. Buses also run to the hot springs at Cacheuta, 28 miles to the south-west; the charming resort of Potreillos, 8 miles from Cacheuta, with ski slopes not far away (Potrerillos Hotel). Two other popular resorts within a few miles of the city are Barballon, to the north-east, and Challao, to the north-west.

Hotels: Plaza, San Martín, Alcor, Cervantes, Palace, Royal, Excelsior, City. Bank of London and South America.

Cables: All America Cables & Radio, Inc., Calle Las Heras.

Continuing the Journey to Chile:

Breakfast is served at Mendoza, but the through passenger has no

time to see more of the place than can be viewed from the railway. Passengers for Chile take to the narrow gauge line which runs into the mountains and through Cumbre tunnel to Los Andes. Pullman cars are attached to the train on this section. The route is along the green fruitful valley of the Mendoza river to the foot of the Andes, 12 miles away. Here the limit of irrigation is marked by scrub and stunted trees on the lower slopes.

The engine begins to labour up the gradients. A curve reveals the crevice out of which the Mendoza river debouches on to the plain. Past Cacheuta, with its mineral baths, the line curves right and left following the river, crossing lattice work bridges and rushing through short tunnels. This is the old mountain trail the Spaniards named the Camino de los Andes.

Well into the heart of the mountains, the Mendoza river is still close. The mounting train draws past a number of typical Transandine railway stations. Beyond Uspallata is a vast, open, undulating plain, wild and bare, with dried bushes and cactus as the only vegetation. Surrounding the plain on all sides stand the grey, gaunt, barren mountains. On the far side of this plain the valley narrows till Rio Blanco is reached, and there the mountain torrents rush and

Soon we look up the Tupungato Valley at the majestic cone which gives its name to the place. Tupungato is one of the giants of the Andes, rising 22,136 feet above sea level. An equally majestic mass of pinnacled rocks known as Los Penitentes is passed. In the clear air it is difficult to realise that they are forty miles away. The climber to their base (an easy task from Puente del Inca with a guide) is given a remarkable sight. The higher rocks look very like a cathedral, and the smaller, sharper rocks below give the impression of a number of cowled monks climbing upwards.

On the other side of the valley we get a good view of the bright white Aconcagua, the Monarch of the Andes, sharply silhouetted

against the blue sky.

froth into the river.

In quite a short time we are at **Puente del Inca**, a 100 miles from Mendoza, and 8,915 feet above sea level. There is a good hotel here run by the San Martín railway. It is an all-the-year-round sports resort set amongst mountains of great grandeur; it is most often visited between November and April. The bridge after which it is named is one of the natural marvels of South America; it towers over the river Mendoza at a height of 63 feet, has a span of 70 feet,

and is 90 feet wide.

Puente del Inca is the best point for excursions into the higher Andine valleys or for a visit to the base of Aconcagua (23,003 feet), the loftiest mountain in the Western Hemisphere; it was first climbed by Vines and Zurbriggen of the Fitzgerald Expedition in 1897. Visits can be paid on horseback from Puente del Inca to Los Penitentes; or on foot to the Laguna de los Horcones, a green lake with a rest house near; or by car or on horseback to the statue of Christ the Redeemer set above La Cumbre Pass on the frontier at an altitude of 13,053 feet. It cannot be seen from the train. It was put up by the organised workers of Argentina. The pedestal carries inscriptions: "Antes se reducirán a polvo estas montañas,

que los pueblos de la Argentina y Chile rompan la paz que a los pies de Cristo Redentor juraron mantener." (Sooner shall these mountains crumble into dust than the peoples of Argentina and Chile break the peace which at the feet of Christ the Redeemer they have sworn to maintain).

Leaving Puente del Inca the train climbs the Paramillo de los Horcones, passing over the high-level bridge that spans the Horcones river. The Paramillo is the moraine of an ancient glacier on the flanks of Aconcagua. After a comparatively level stretch of valley, the train climbs by rack rail through the narrow gorge of the Paramillo de las Cuevas, which before the boring of the tunnel through the Cumbre was the terminus of the Argentine Transandine Railway. The tunnel is 90 yards short of two miles long, and its length is 27 yards short of its height above sea-level. It has now been opened to motor traffic, for there is a road as well as a railway across these mountains.

From the tunnel on the Chilean side at Caracoles, the descent, at first winding and gentle, suddenly becomes very steep. Between Caracoles and Portillo lies perhaps the grandest rock scenery in the world. No word-picture gives any conception of the prodigious grandeur of the snow-clad, towering, sharp-pointed peaks, standing in relief against the blue of the sky, nor do photographs give more than a poor impression. At intervals on the downward course are passed small, squat refuge-huts. The River Aconcagua is now at hand. Bare rock gives place to grass, sparse at first but growing thicker as we descend. Golden-yellow blossom blazes out. Flowers of many colours mingle with the cactus. The mountain barrier causes the clouds from the Pacific Ocean to discharge upon this side; that is why the Pacific slope is green and why the Argentine side of the mountains is so barren. At Portillo, a Chilean centre for ski-ing and winter sports, is the Gran Hotel Portillo (modern).

The line traverses the Salto by short tunnels and follows the south bank of the river. The valley widens out and cultivation spreads rapidly until, at Los Andes, we reach the head of a wide and cultivated valley running to the sea. Los Andes—the terminus of the Chilean Transandine Railway—is beautifully situated, and its roads are lined with poplar trees. After dinner a change is made to the broad-gauge Chilean State Railway for Santiago and Valparaiso, a run of 2 hours 43 minutes. The junction for both places is Llay-Llay, but there are through coaches for the international passengers, so there is no change at the junction.

Presently, the end of the journey is in sight. On the right is deep blue water—the first glimpse of the Southern Pacific; than comes Viña del Mar—the famous Chilean seaside resort—and Valparaiso.

N.B.—Passengers by the International trains to Chile have to submit their baggage to Customs examination at Retiro Station, Buenos Aires, the starting point of the journey. A form of Customs declaration, obtainable at the ticket offices, has also to be filled in for the use of the Customs officials at Los Andes. Passports with visas for Chile and medical certificates are necessary.

Train Services: A train leaves Buenos Aires on Thursdays and Sundays at 10.20, arriving at Mendoza at 5.55 on Fridays and Mondays, leaving at 07.00 for Las Cuevas, where it arrives at 15.35 (Argentine time). Leaves Las Cuevas 15.20 (Chilean time) for Los Andes, arriving at 19.10. Leaves Los Andes at 20.40 for Llay-Llay and arrives at 21.48. Leaves Llay-Llay at 22.02 and the Santiago portion

arrives at 23.50, and the Valparaiso section at Viña del Mar at 23.38, at Valparaiso 23.55.

It should be noted that Argentine time is one hour ahead of Chilean time.

There are three other oases standing between the plains and the mountains to the north of Mendoza, in much the same way as San Rafael to the south. In all three streams from the Andes have made irrigation possible and the growing of fruit and vines and alfalfa. The first of these, 97 miles by road or railway north of Mendoza, is:—

San Juan, the capital of the Province of San Juan. The urban population is 67,000, and the houses low, as is usual in towns which fear earthquake: the last was in 1944 which practically destroyed the place. Sarmiento, the historian and educationist and President from 1868 to 1874, was born here; his house contains the Historical Museum where many of his belongings are shown. Much of the local trade is with Chile.

Hotels: Plaza, Gran, Rex, City Palace.

The second oasis, **La Rioja**, reached from either Córdoba or San Juan by San Martín railway, is the capital of the province of **La** Rioja. The altitude is 1,650 feet and the population 27,000. It looks older than most Argentine towns; regional costumes can sometimes be seen, and it has some colonial buildings.

Hotels: Nacional de Turismo, Savoy, España.

A railway runs north-east to the third oasis, Catamarca, (From Cebollar, on this line, railways run north-westwards into the mountains to the small copper mining towns of Famatina and Tinogasta. From Tinogasta a road runs over the Andes to Copiapo, in Chile).

Catamarca, capital of its small province, lies on a river between two of the southern slopes of the Sierra de Aconquija, about 80 miles south of Tucumán. This old colonial city is set amongst hills at an altitude of 1,600 ft. Cotton growing is added here to the cattle, fruit and grapes of the oases. It is also famous for the hand-weaving of ponchos. Pilgrimages are made by the devout to the Virgin of the Valley in its church. Its thermal springs are curative. Population: 28,500.

Hotels: Dominguez, San Martín, Sumac-Huasi.

THE "CHACO."

Between the north-western highlands already described and the Rio Paraná to the east lies the Argentine Chaco, the southern end of that Gran Chaco which is also partly in Bolivia and partly in Paraguay. The Argentine Chaco is a huge area containing the Territory of Formosa and the Provinces of Presidente Perón (ex-Chaco), Santiago del Estero, and northern Sante Fe. Its southern limit is the Rio Dulce valley, running for nearly 200 miles from Santiago del Estero to the Mar Chiquita.

This great lowland, formed of the alluvium carried down from the Andes, is covered with scrub forest and grassy savannah, the thorn trees sometimes impenetrable and sometimes set widely apart on grassland. The highest summer temperatures in all South America have been recorded in the Argentine Chaco; the winters are mild with an occasional touch of frost in the south. Rain falls

mostly during the winter. A vertical line drawn down the centre of the Chaco will roughly delimit an eastern area of sufficient rainfall from a western area of deficient rainfall. The further west, the less the rain. Resistencia, in the east on the Paraná River, gets an average of over 48 inches a year; Santiago del Estero, in the west, gets about 20 inches, and this, where evaporation is so rapid, will not permit agriculture without irrigation. Only four main streams run through these lowlands: the Pilcomayo, 1,250 miles long, the boundary between Argentina and Bolivia in the north; the Bermejo, about the same length as the Pilcomayo; the Salado (not the Rio Salado referred to in the description of the Pampas); and the Dulce, running 500 miles from the Sierra de Aconquija west of Tucumán to the Mar Chiquita, "the little sea" which has no outflow. During the summer rains these sluggish and unnavigable tributaries of the Paraná swamp great areas of the land, particularly in the east, and often change their courses.

The iron-hard quebracho tree grows in the forests of the Chaco: both the true quebracho, which yields 30 per cent. of tannin, and the red quebracho, which yields only 10 per cent. The former is mostly found in the eastern Chaco and where there is salt in the earth, the latter in the west. The red quebracho, which is used for sleepers, posts, poles and firewood, is exploited mostly along the railway line which runs northward to the Bolivian frontier in the western Chaco; the true quebracho is found mainly in the region directly west of the Paraná, and particularly around Resistencia, where it is said that half a million acres are cut each year. The mills extracting tannin are mostly along the Paraná, for the process requires a great deal of water. The logs are dragged by oxen to the railways, which carry them to the mills. The railroads north of Sante Fe, with branches running westwards into the forest, are busy with this trade.

Wherever grass is available cattle are reared in the Chaco, but because this is "tick" country, the 3.3 million cattle are mainly of the unimproved types. Goats, too, are common in the area. A major development since the thirties has been the growing of cotton in the areas cleared of quebracho by the foresters. Cotton growing in Argentina is almost confined to the area north of Resistencia and westwards from Formosa. These cotton growers, all immigrant settlers on small plantations, are in the happy position of paying neither rent nor taxes, for they have, as squatters, no title to their lands. Lacking title they are naturally loath to build any but temporary homes, but the settlements have been treated with great sympathy by the Government, who have helped generously with schools and public services. The settlers have now taken to growing maize also as a supplement to the cattle industry. The maize is mostly of the bitter "Brasileiro" type because of the swarms of locusts which pester the Chaco.

In the drier west, crops of maize, wheat, linseed and cotton are raised on *bañados*, or those areas of land irrigated annually by the flooding rivers. This is a land (unlike the cotton zone) of large estancias basically interested in the grazing of cattle but growing crops as a side line. It is a chancy procedure, for the rivers often

change course and the locus of the bañados, and sometimes deposit gravel instead of the fine silt on which crops can grow. The tenants shift from place to place, according to the whims of the rivers, but the hub of their operations, Santiago del Estero, is an old and stable settlement; and mostly because it is placed where the Río Dulce, confined by banks during its course from Tucumán, debouches on the plain.

Readers should read an article, "Diplomatic Mission," in the Review of the River Plate, March 7, 1952, pages 20 et seq., for a description of life in the valley of the Río Dulce, where a number

of the indigenous Indians still survives.

The birds of the area are described: "First there are the flamingos, hundreds of them, those awkward, pinky white objects when standing fishing. that change as if by magic as they rise into the air, transformed in flight into creatures of elegance, flaming coral and black. Then there are the swans that look as if they had just thrust their necks down to the base into the black mud. Singly come the heron egrets, gleaming white in the sunlight; they will stand on one leg for hours, staring, unlearned as to the value of their plumes. Waterfowl of many kinds, some with brilliant green legs, paddle and quack and fuss, hardly noticing the presence of man; they are inedible, and know it—all except the duck who seems to have been born wary. Storks stand like cricketers fielding a slow game; grey sparrow hawks dart about at ground level, vultures and great eagles higher up, and then as far as the binoculars can see, a very occasional condor, a speck in the blue."

Towns of the Chaco: The more important ones—Santa Fe, Resistencia and its port Barranqueras, and Formosa—are all on the western bank of the Paraná river and will be described, for convenience's sake, under "UP THE PARANA RIVER" in the matter dealing with Argentine Mesopotamia which follows. The only other town of any importance is on the western boundary of the Chaco.

Santiago del Estero, the oldest Argentine town, was founded in 1553 by settlers pushing south from Peru. It is near the bank of the Río Dulce where that river, coming from Tucumán, flows into the plains of the Chaco; a mile-long steel bridge across the river carries the railway line from La Banda (4 miles) on the Buenos Aires-Rosario-La Banda-Tucumán route. There is a branch line via Forres to Córdoba. The population is 65,500. The main square, Plaza Libertad, contains the Casa de Gobierno, or government house, for the city is the capital of its province. The Cathedral stands next to it. On Plaza Lugones is the pleasant old church of St. Francis Solano, the patron saint of Tucumán; it was he who founded this, the first church in Santiago del Estero, in 1590. The cell he occupied is in the near-by monastery. Beyond the church is the comely Parque Aguirre.

Hotels: Palace, Savoy, City.

The famous **Rio Hondo** hot springs, reached by bus, are 47 miles away; they lie half way between Santiago del Estero and Tucumán, and can be reached by railway from Tucumán to Las Termas station. The altitude is 866 feet. The springs have a temperature of from 38° to 55° C. and contain a small percentage of minerals; they are much frequented by rheumatic and other patients from July to September. A casino, with roulette and card games, is open during the winter season.

Hotels: Palace, Grand, Los Pinos, Panamericano.

Some 200 miles to the south-east of Santiago del Estero the Río

Dulce, flowing in places through salt flats, runs into the shallow Mar Chiquita, on the southern margin of the Chaco. People who live in the valley of the Río Dulce are so used to the taste of its water that they often add a pinch of salt to the water they drink when away from home "to make it potable." Mar Chiquita, 50 miles by 15, is naturally salty, and the water is warm. No river drains it, though two other rivers flow into it from the Sierras of Córdoba in the flood season. There are several islands in the lake. On its southern shore is the small town of **Miramar**, for the Mar Chiquita has now become a popular resort. It is best reached by a railway running west from Sante Fe to Dean Funes; it runs within a few miles of the southern shore. The lake can also be reached from Córdoba by car.

Hotels: Gran Copacabana, Gran España, Miramar, Marchetti.

(Note:—This Mar Chiquita and its town, Miramar, must not be confused with the other Mar Chiquita to the north of Mar del Plata and the seaside resort of Miramir, south of Mar del Plata).

MESOPOTAMIA AND MISIONES.

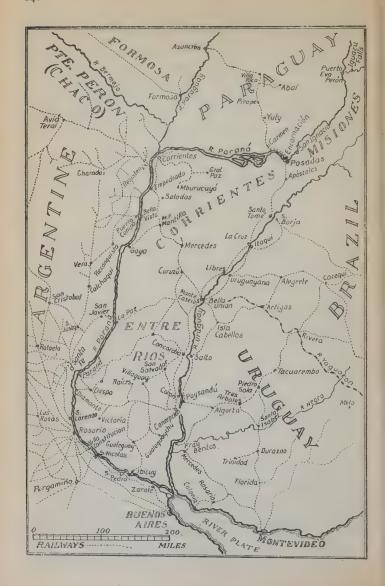
The north-eastern part of Argentina is very different from the north-west. Here, between the rivers Paraná and Uruguay lies the so-called Argentine **Mesopotamia:** the provinces of Corrientes and Entre Ríos and the province of Misiones. The distance between the two rivers is some 240 miles in northern Corrientes, but narrows to about 130 miles in the latitude of Santa Fe. From the Alto Paraná, the northern boundary, to the junction of the Paraná and the Uruguay in the south, is about 700 miles.

The province of Corrientes, in the north, is marshy and deeply wooded, with low grass-covered hills rising from the marshes. The normal rainfall is 78 inches a year, but the rains are not spread uniformly and drain off so quickly into the swamps that a rainfall of 59 inches, which is not unusual, may be insufficient to prevent drought. Entre Ríos, to the south, has undulating plains of rich pasture land not unlike that of Uruguay. Winters in Mesopotamia

are mild; the summers are hot and wet.

Northern Mesopotamia is still entirely pastoral, a land of large estancias raising 4.3 million unimproved cattle, and 3.7 million sheep. The rough pastures are burnt off in spring to rid them of the unpalatable grasses the cattle will not eat. But in the "tick free" south, in Entre Ríos, where the grass is better, there are 3.8 million improved cattle and three-and-a-half million sheep producing important quantities of meat and wool for the Buenos Aires market. Maize (a gamble in the north) is largely grown in southern Entre Ríos, which is also the most important producer of linseed in Argentina. In Corrientes, along the banks of the Parana between the City of Corrientes and Posadas, a good deal of rice is grown. In north-east Corrientes and in Misiones, Indian tea is increasingly grown, though it is not nearly as well flavoured as imported tea.

Thrusting into the far north-east is a strip of land between the Alto Parana and the Uruguay rivers, some 50 to 60 miles wide and



about 250 miles long. Its boundary on the north is the River Iguazú which here tumbles over the great Iguazaú Fall. This is Misiones province, and its capital is the river port of Posadas. Misiones is on the Paraná Plateau, and four-fifths of it is covered with forests of pine and cedar and broad-leaved trees, for here too the rainfall is heavy and the summers hot. It is a sub-tropical land, the forests tangled with brilliant flowers; in the woods are multitudes of wild monkeys, parrots and toucans, and the fauna includes tapirs, jaguars, pumas and water hogs.

Mesopotamia was first colonised by Spaniards pushing south from Asunción to re-occupy Buenos Aires; both Corrientes and Paraná were founded as early as 1588. But Misiones was first occupied by the Jesuit Fathers fleeing from the Brazilian Alto-Paraná with their devoted Indian followers before hostile tribes. These missions are described and their history given under Posadas.

the captal of the Territory.

It was the Jesuits who first grew yerba mate in plantations, and Misiones from its first settlement until to-day has been mainly dependent on this tea leaf. After the Jesuit expulsion the collection of yerba was entirely from the wild forest, but to-day the plantation system has been re-introduced with great success east of Posadas. The province has of late years attracted immigrants from Europe and from Mesopotamia. Nearly all the nation's tung oil comes from Misiones, which has also a large acreage under tobacco and citrus fruit. Timber is an important industry.

Communications in the area described is by roads (on the whole poor), by railway, and by the two rivers which form its limit to east and west. Both rivers leave much to be desired. The Paraná is indeed a poor river as great rivers go, more successful as a barrier between the peoples on either side than as a waterway for travel. It floods disastrously, shifts its channel frequently, and that channel is both shallow and often clogged with sandbars. This difficult river is the only exit by water from the land-locked Republic of Paraguay.

The Rio Uruguay, eastern limit of Mesopotamia and the boundary with the Republic of Uruguay, is navigable by large vessels as far as Concordia, but above that city the river runs between high banks,

and has many rapids, so that only small boats can ply on it.

The area is served by several railways; through it in particular runs the international railway from Buenos Aires to Posadas and Asunción, the capital of Paraguay. A glance at the accompanying map will show where they run and what towns they serve.

The Towns of Mesopotamia.

Most of the important towns of Mesopotamia and Misiones lie on the east bank of the Paraná or the south bank of the Alto Paraná. A journey up these rivers is given here; the towns on both banks are described, but it must be remembered that those on the west bank as far as Santa Fe are in the pampas; beyond Santa Fe those on the west bank are in the Chaco.

Up the Paraná River: River boats of the Cía Argentina de Navigación Fluvial (Av. Corrientes 389, Buenos Aires), usually leave

the Argentine Capital twice a week for Corrientes and Asunción. According to the tide, they enter the Paraná river by either the Las Palmas reach of the delta, on which is Zarate, or the Paraná-Guazú

reach, on which is Ibicuy.

Zárate, with 33,500 inhabitants, is industrially important, with large frigorificos and paper works. It is served from Buenos Aires (56 miles) by two railways: the Bartolomé Mitre and the General Urquiza. Trains are ferried across the river northwards to Ibicuy, a distance of 52 miles, on their way north over the Urquiza system to Posadas and Asunción. The crossing takes 5 hours. The picturesque Ibicuy Islands can be visited by steamer.

On the way upstream to Rosario, on the western bank, are two ports which export the cattle, grain, and agricultural produce of the pampas: San Nicolás, 40 miles below Rosario, and Villa Constitución, 23 miles below Rosario. Both are served by a railway from the capital. San Nicolás has a population of 25,000. Pergamino, an important railway junction in the pampas, is 45 miles south by

road or rail.

San Nicolás Cables: Western Telegraph Co., Ltd. Agent: Leopoldo Lehrer, Buenos Aires, 102.

About 67 miles north from Ibicuy by railway is the town of **Gualeguay**, with a population of 26,000. It is the centre of one of the richest cattle and sheep ranching regions in Entre Ríos Province. Five miles south is its river port—Puerto Ruiz—on the Gualeguay river, which flows into an eastern channel of the Paraná at a point almost due east of San Nicolás.

Hotels: Ferrechio, Diez.

Rosario, chief city of the province of Sante Fe, is the second city of the republic, with a population of 483,000. It is a great industrial centre (and therefore not very attractive to the visitor) but is primarily a centre for the shipment overseas of produce brought from the central and northern provinces and a convenient base for the inland distribution of general supplies. On the top of the Minetti building, 11 storeys high, stand two bronze female figures, one with a stalk of wheat, and the other with a head of maize in their hands—symbols of the great grain lands of the neighbouring pampas. But the growing tendency of shipping companies to concentrate on Buenos Aires at the expense of other ports has now left Rosario's docks half empty and its cranes idle. Before the war, 14 per cent. of Argentina's imports passed through Rosario; to-day, it handles barely 1 per cent.

The river bank is high at this point. The streets are wider than those at Buenos Aires, and there are fine boulevards and handsome open spaces. From October to early March visitors may expect warm weather, and from December to the end of February it is uncomfortably hot. Changes of temperature are sudden. A concrete paved road from Buenos Aires strikes north-west via Bell Ville to

Córdoba and Tucumán.

The British Chamber of Commerce at the British Consulate, Rosario, is affiliated to the British Chamber of Commerce for Argentina.

Hotels: Italia, Savoy, Majestic, City, Europeo.

Markets: Mercado Central, Calle San Martín; also Mercados Norte, Sud, and Abasto. Best time, 6-8, a.m.

Industries: Flour milling, furniture, leather, bricks, printing and confectionery.

Points of Interest:—Parque Independencia (Rose Garden), Boulevard Oroño, Cathedral (Roman Catholic) in Calle 25 de Mayo; S. Bartholomew's Church (English), Calle Paraguay; Racecourse, Law Courts, University, Hospitals, the Frigorifico Swift, Grain Elevators, Petrol Installations, the Alberdi and Arroyito Boat Clubs, and Saladillo (salt water springs). Golf Club (Station, Parada Links, F.C.C.A.). The Aero Club is at the fashionable suburb of Fisherton, headquarters of the British community.

Rail:-Rosario is 4½ hours from Buenos Aires on the Bartolomé Mitre Railway

Road Transport:—There are regular motor-bus services to Arroyo Seco, Casilda, Cañada de Gómez, San Lorenzo and other important centres up to 50 miles from the city. Also to Buenos Aires.

Ferry:—There is a service of ferries between the ports of Rosario and Victoria,

in Entre Ríos.

Bank of London and South America.

Cables:—Western Telegraph Co., Ltd. (British), Calle Santa Fe, 1116. All America Cables & Radio, Inc., Calle Santa Fe, 1127.

Above Rosario the river is very braided and islanded. A 112 miles beyond Rosario, on the east bank, is :--

Paranã, the capital of Entre Ríos Province. It has a population of 100,000, and is the port for the great grain, cattle and sheep area to the east. From 1853 to 1862 the city was the capital of the Republic; it is still one of the most handsome cities in the country, with a fine centre, the Plaza San Martín, where there are fountains and a statue of the liberator. The Cathedral, east of the plaza, is notable for its portico and its interior. The upper part of the Bishop's Palace near-by houses the Bazan Musuem of Fine Arts. The Government Palace (Casa de Gobierno), in another plaza, has a grand façade. But the city's glory is the Urquiza Park, to the northwest, where Paseo Rivadavia ends. It has an enormous statue to General Urquiza, and a bas-relief showing the battle of Caseros, at which the tyrant Rosas was brought low. And there are excellent views of the neighbouring country and of Santa Fe, across the river. The town is served by the Mitre and Urquiza railways, and there are roads to Villaguay and Concordia.

Hotels: Plaza, España, Atenas, Central.

There are several ferry services between Paraná and Sante Fe, across the river, a larger city of 177,000 inhabitants and two large docks for ocean-going steamers. It is the capital of the Province of Sante Fe, and the centre of a very fertile region. It was founded by settlers from Asunción in 1573, and so is one of Argentina's oldest towns. (Its present site was not occupied until 1651). It was in its Cabildo (town hall) that the Constitution of 1853 was adopted. The oath of allegiance was taken before the crucifix in the sacristy of the remarkable church of San Francisco, built in 1680 from materials floated down the river from Paraguay. It is a great pity that this old colonial church has been tampered with, but it is still a fine building.

Santa Fe is a university city, with theatres and a racecourse. Most of its best buildings are grouped round two plazas in the eastern end of the city: the Plaza Mayo and the Plaza San Martín. The former has a church on which building was started in 1660, the Casa de Gobierno, and (on the north side) a church which was begun in 1741 (see an old painting from Cuzco and the interesting archives). The buildings on the Plaza San Martin are modern. In Calle General Lopez is the Rosa Galisteo de Rodriguez Museum of Fine Arts, where local painters hold their exhibitions. The University is the Universidad del Litoral.

Industries: Flour milling, cereals, dairy, quebracho extract.

Railways: Mitre and Belgrano railways to Buenos Aires, 300 miles, 10 hours, also up north to Resistencia.

Hotels: Ritz, España, Castelar, Plaza, Royal.

Between Santa Fe and Corrientes the boat calls at several river ports, including Goya and Empedrado. Goya, on the east bank, in Corrientes Province, is near the junction of the Paraná with the Santa Lucia river. It is a large distributing centre on the Mitre and Urquiza railways, with a population of 35,000. There is a motorferry service across the river to Reconquista. Empedrado, further up the river on the east bank, has a population of 24,300. It is on the railway line between Buenos Aires (630 miles) and Corrientes. Oranges and rice are grown in the neighbourhood.

About 375 miles upstream from Santa Fe, on the west bank, is the little port of **Barranqueras**, served also from Santa Fe by railway (17 hours). It is the port for **Resistencia**, capital of the Province of Presidente Perón (ex-Chaco). Resistencia is five miles up the Barranqueras stream. It has a population of 65,000, and is a centre for the industries of the area: cotton, quebracho, and cattle. A railway runs south to Sante Fe, and another westwards to Metan and the spa of Rosario de la Frontera, 90 miles north of

Tucumán.

Hotels: Colón, Comercio, Covadonga, España.

Across the river from Barranqueras is :-

Corrientes, capital of the Province of Corrientes. The train journey to Buenos Aires is 670 miles and takes a day and a half. It has a population of 90,000. The city was founded in 1588. Tourists will be most interested in the Government Palace, on Plaza 25 de Mayo; the Church of La Cruz (1808), which houses a miraculous cross placed there by the founder of the city, Alonzo de Vera—Indians who tried to burn it are said to have been miraculously killed by lightning coming from a cloudless sky; and the Cathedral, a building in the renaissance style. Plaza Sargento Cabral has a statue to the sergeant who saved San Martín's life in the battle of San Lorenzo. On the river bank, north-east of the city, is a park with good views of the river.

Hotels: Nacional de Turismo, Parana, Colón.

Shipping: Cía de Navigación Fluvial Argentina steamers up the Río Paraguay to Asunción, the capital of Paraguay, and Corumbá, in Brazil; down the Paraná to Buenos Aires; up the Alto Paraná to Posadas.

Corrientes is 25 miles below the confluence of the Paraguay and Alto Paraná rivers. Up the former is Asunción; up the latter are Posadas and Iguazú. Passengers change at Corrientes to boats of a smaller draught. There are large areas given over to rice along the banks of the Paraná between Corrientes and Posadas.

The only Argentine port of any note on the Paraguay river is Formosa, 150 miles above Corrientes. It is the capital of Formosa Territory, and has a population of 32,000. There are many Indians in the area. The surroundings are flat and swampy, the climate and

vegetation tropical. Tobacco and sugar cane are grown here, and there are large estancias herding unimproved cattle. There is a road to Resistencia and a railway line runs across the Chaco to Embarcación, north of Jujuy, in north-western Argentina.

Hotels: Ideal, Palace, España.

At the confluence of the two rivers above Corrientes the Paraguay river comes in from the north, the Alto Paraná from the east. The Alto Paraná is difficult to navigate; it is, in parts, shallow; there are several rapids, and sometimes the stream is braided, its various channels embracing mid-stream islands. To the north is Paraguay, to the south, Argentina. Several small ports are called at on the way, but the first one of note is:—

Posadas, capital of the province of Misiones, 234 miles above Corrientes. A ferry plies the mile-and-a-half of river between Posadas and the Paraguayan town of Encarnación opposite; the ferry links the railway from Buenos Aires (705 miles; 34 hours), with the line to Asunción (270 miles; 14 hours). The population of this modern town, founded in 1865, is 43,000. Yerba mate and tobacco are grown in the area.

Hotels: Savoy, Internacional, Ideal.

The port is a point of departure for visits to the ruins of the

Jesuit settlements and to the picturesque Falls of Iguazú.

Not far from Posadas are 30 ruins of the old Jesuit missions amongst the Guaraní Indians from which the province of Misiones derives its name. Tourists cannot visit them all, but should not fail to see those at San Ignacio Miní, which can be reached by road in 2½ hours or by taking a launch up river for 31 miles (4 hours) to the small port of San Ignacio, and a bus to the ruins, some 3 miles

away.

At San Ignacio Miní the grass-covered plaza, a hundred yards square, is flanked north, east and west by 30 parallel blocks of stone buildings with ten small, one-room dwellings to the block. The roofs have gone, but the three-foot thick walls are still standing except where they have been torn down by the *ibapoi* trees; it looks as if there had been an arcade in front of each block. The public buildings, some of them still 30 feet high, are on the south side. In the centre are the ruins of a large church finished about 1724. To the right is the old cemetery, to the left the school and the cloisters of the priests. Beyond are other buildings which were no doubt the workshops, refectory and storerooms. The masonry, a red or yellow sandstone from the Paraná River, was held together by a sandy mud. There is much bas relief sculpture, mostly of floral designs.

The Jesuits set up their first missions amongst the Guaraní Indians about 1609. These were in the region of Guaira, now in Brazil. One mission near the confluence of the Pirapo and Paranapanema rivers was named San Ignacio Mini. The missions flourished, and by 1614 there were 2,000 Indians living in San Ignacio Mini. Cotton had been introduced, the Indians wove their own clothes, dressed like Europeans, bred cattle, and built and sculpted and painted their own churches. But in 1627 they were heavily attacked by the slave-seeking bandeirantes from São Paulo in Brazil. By 1632 the position of the missions had become impossible, and 12,000 converts, led by the priests, floated on 700 rafts down the Paranapanema into the Paraná, only to find their route made impassable by the Guaira Falls. They pushed for eight days through the impenetrable forests on both sides of the

river, then built new boats and continued their journey; 450 miles from their old homes they founded new missions, some in Paraguay, and some in Argentine Misiones. San Ignacio Mini was re-established on the banks of the small Yabebrir river, but moved 64 years later, in 1696, to the present site of its ruins. By the early 18th century there were, on both sides of the river. 30 mission villages with a combined population of over a 100,000 souls. San Ignacio Mini, at the height of its prosperity in 1731, contained 4.356 people. In 1767. Charles the Third expelled the Jesuits from Spanish territory. The Dominicans then took over control. After the departure of the Jesuits, there was a rapid decline in prosperity. By 1784 there were only 176 Indians at San Ignacio Mini; by 1810, there was none. By order of the Paraguayan Dictator Francia, all the settlements were evacuated in 1817, and San Ignacio was set on fire. The village was lost in the jungle until it was discovered again in 1897. In 1943 the Historical Monuments Section of the Argentine Agricultural Directorate took control of the village. Some of the craft work turned out at the settlement can be seen at two museums in Buenos Aires: the Museo Colonial Isaac Fernandez Blanco and the Municipal Museum of Colonial Art.

A book by José Manuel Peramás, a priest who spent 12 years at the settlement, describes the life lived there. It has now been translated into Spanish.

The Iguazú Falls, one of the great sights of South America, can be visited from Posadas either by a road through Misiones Territory or by boat up the river. The Alto Paraná, cutting its way deeply through the Paraná Plateau, bends northwards beyond Posadas in a wide curve. About 217 miles up-stream from Posadas the Alto Paraná receives a tributary, the Iguazú, coming in from the east. It takes 36 hours by boat from Posadas to Puerto Eva Perón at the confluence of the Iguazú and the Alto Paraná. (The falls lie some 12 miles up the Iguazú from this port). But it is a picturesque voyage through these sub-tropical waters; the shores are heavily wooded and the banks high. Puerto Eva Perón, the only small town within the boundaries of Iguazú Park, is splendidly set at a height of 200 feet above the stream; there is a magnificent view of the river from the town. A road, 12 miles long, runs up to the Falls. In Foz do Iguassú, across the river on the Brazilian side, is the comfortable Hotel Casino Iguassú. Argentina is building a new tourist hotel above the Iguazú Falls on the frontier between Argentina and Brazil.

The best season for a visit is from May to November. The Falls

can be reached in three ways from Buenos Aires :-

(1) By boats of the Compañia de Navegacion Fluvial Argentina, with transshipment at Corrientes and Posadas, along the route already described.

The approximate times for the boat journey is as follows:-

From Buenos Aires to Corrientes .. 755 miles 3 days (River Paraná). ,, Corrientes to Posadas .. 234 miles 36 hours,

Posadas to Puerto Eva Perón ... 234 miles 36 hours.

(2) By Rail and River: The journey is comfortable, economical, and picturesque. There are sleeping and restaurant cars, good meals and wines. Passengers embark at the North Basin on a special combination river vessel and go up the Uruguay river to Concepción del Uruguay (114 miles). There they take the train northwards to Concordia (90 miles), where they join the railway route. The General Urquiza Railway runs close by the river through Monte Caseros, Paso de los Libres, Yapeyu, and Santo Tome Apóstoles to Posadas, so crossing the Province of Corrientes. Posada is reached by this route in thirty-nine hours. Sedamer is taken at Posadas to Puerto Eva Perón.

There is also a good road, with bus services, from Posadas to the

Iguazú Falls. The most successful colonisation in Argentina of late years has been at **El Dorado**, on this route. This prosperous small town is surrounded by flourishing yerba, tung tree, citrous, eucalyptus and tobacco plantations. There are tung oil factories, sawmills, three-ply factories, yerba drying installations and a citrus packing plant. There are two good hotels (*La Colina* and *Buddenburg*) and a number of guest houses.

(3) By Air: There are air services to the Falls from Buenos

Aires and from São Paulo and Curitiba, in Brazil.

The Falls and Cataracts of Iguazú surpass in grandeur both Niagara and the Victoria Falls. Their reputation is due in part to their great size and partly to the beauty of the great number of cascades. Set in the midst of virgin forest where the trees are bright with orchids and serpentine creepers festooning the branches, they

present a spectacle of immense beauty.

The Iguazú River is a tributary of the Paraná. The word is Guarani for "Great Waters." The river rises in the hills of Curitíba (Brazil) and receives the waters of some thirty streams. Above the main falls the river, sown with wooded islets, opens out to a width of 4,360 yards. There are cataracts for two miles above the 200 ft. precipice over which the water pours on a frontage of approximately 2,700 yards. The height exceeds that of Niagara by some 30-40 ft., and the width by one-half, but many of the cataracts are broken midway by ledges of rock. The months of May and July, in which the river is normally in flood, are not the best for spectacular effect, although the rushing water in its surroundings of begonias, orchids, fern, palms, bamboos, bushes, and creepers, with myriads of magnificent butterflies, is always majestically beautiful.

The several falls have distinctive names. Of those on the Argentine side the San Martín Falls are glorious; the Bossetti, the most turbulent and picturesque, is usually crowned by a rainbow; the Two Sisters are smaller. Mitre, the Three Musketeers, and the Devil's Throat, are best seen from an island reached by canoe; waterproofs and sandals are needed during a close inspection.

To see the falls from the Brazilian side it is necessary to cross the river from Puerto Eva Perón to Foz do Iguassú. A paved roadway

runs from this port to the falls.

The Iguazú Park or, as it is sometimes called, the National Park of the North, containing a large area round the falls, is administered from Puerto Eva Perón. The fauna of the park is rich and various, but hunting is not allowed. Fishing—and the waters teem with salmon, trout, dorado and pacu—is permitted. October and November are the best months. Permits and information can be got from the Park Superintendent at Puerto Eva Perón. Horses can be hired for riding.

Up the Rio Uruguay (940 miles) the eastern boundary of Mesopotamia: boats of the Compañia de Navegacion Fluvial Argentina have services on the river as far as Concordia; beyond, there are falls and rapids, and the river is only navigable by vessels of shallow draught.

Boats leaving Buenos Aires, go past Martín García island, and enter the wide estuary of the Uruguay river. At 120 miles from

Buenos Aires, the Uruguayan town of Fray Bentos is seen to the right. The river now becomes braided into channels and islands. Opposite it, on the left, is the mouth of Gualeguay river; 12 miles up the river is Gualeguaychú, connected with Fray Bentos by local steamers four times a week. The town, which has frigorificios and tanneries, can be reached by rail from Buenos Aires (230 miles) and Concordia. Population, 40,000.

Hotels: Comercio, Paris.

Concepción del Uruguay, the first Argentine port of any significance on the river, was twice, in the 19th century, the capital of Entre Rios Territory. It was founded in 1778 and was the scene of a sharp revolutionary engagement in 1870, the year in which Urquiza was assassinated in the San José Palace. It is a university town. Railways run to Paraná, Colón, and Concordia. It does a large trade with Uruguay. Population: 37,000.

Hotels: Grand, Concordia, Paris.

Local Steamers: Daily to Paysandú (Uruguay).

Some 23 miles above Concepcion del Uruguay, past the Uruguayan port of Paysandú, is Colón, a meat-packing centre. The river is more picturesque here with cliffs visible from a considerable distance. About 65 miles above Colón, a little down-river from the Uruguayan city of Salto, is

Concordia, one of the chief towns in Entre Ríos, doing a considerable business with Uruguay, Brazil and Paraguay. This prosperous city, with a population of 60,000, has some quite splendid public buildings, fine open spaces (particularly the park of El Palmar, thickly grown with palm trees), and amenities in the way of a racecourse, yachting and golf clubs, and a fine swimming pool. It is one of the best angling centres in Argentina. Good sport is to be had with rod and line at Salto Grande and Salto Chico, where dorado and salmon are plentiful.

The river is impassable for large steamers beyond the rapids of Salto Grande and Salto Chico above the town. (They can be visited by motor car). Beyond them the river is generally known as the

Alto Uruguay.

Hotels: Colón, Imperial, Argentino, Universal.

Railways: To Buenos Áires (Chacarita Station), 330 miles, by Urquiza line. Road: To Paraná, 240 miles.

About 95 miles upstream from Concordia lies the small port of Monte Caseros, with the Uruguayan town of Bella Union, on the Brazilian border, almost opposite. Above Bella Union, the Alto Uruguay is the boundary between Argentina and Brazil. Sixty miles above Monte Caseros is Paso de los Libres, with the Brazilian cattle town of Uruguayana opposite. The railway from Buenos Aires to Posadas runs through the town. From Uruguayana a railway runs eastwards through Rio Grande do Sul to Porto Alegre. Paso de los Libres was founded in 1843 by General Madariaga; it was here that the Argentine refugee General crossed the river from Brazil with his hundred men and annexed Corrientes province for Argentina.

For over 200 miles above Paso de los Libres the Alto Uruguay, running over the Paraná plateau, is the eastern boundary between the province of Misiones and Brazil. There are several small river

ports; from one of them, Santo Tomé, the railway from Buenos Aires strikes north across Misiones Territory through Apostoles for Posadas.

For generations there has been a good deal of cattle rustling and smuggling between Argentina and Brazil across this stretch of river when the difference in price between one side and the other makes it profitable.

PATAGONIA.

South of the Río Colorado is the vast plateau known to the English as Patagonia, but to the Argentines as the Gobernaciones (Territories) of Neuquén, Río Negro, Chubut, Commodoro Rivadavia, Santa Cruz, and Tierra del Fuego. The name comes from "Patagones," or big feet, apparently, according to legend, the Spanish explorers' nickname for the aborigines of the extreme south.

Patagonia contains a quarter of the national territory, but has a population of only 430,600—little over a fortieth of the total population; its density over a wide area is less than one person to the square mile. The country is delimited to the west by the Andes, which decrease in height to the south, where they are heavily glaciated. At the foot of these mountains lies a series of lakes in a long trough or depression which reaches, with some obstruction, from the southern seas as far as Lake Nahuel Huapí. Over the whole land there blows a boisterious, cloud-laden shifting wind which raises a haze of dust. But temperatures, considering the latitude, are moderated by the proximity of the sea and are singularly mild, neither rising high during the summer nor falling low during the winter. Even in Tierra del Fuego, where the warmest summer months average 51° F., the winter days average as high as 35°. Northwards the summer temperatures rise: it is 58.6° at Santa Cruz, 64.6° at Colonia Sarmiento, and as high as 75.4° in the valley of the Río Negro. Rain falls mostly in the winter, but there is never much of it: not more than 5 inches a year. The whole eastern part of the area suffers from a lack of rainfall and the land is more or less desert. The desert is sharply cliffed as it falls to the sea, and the tidal range is so great that (except at Puerto Madryn and Punta Arenas) it is difficult for ships to tie up at the ports. Deep crevices or canyons intersect the land from east to west. Few of them contain permanent water, but ground water is easily pumped to the surface. The great sheep estancias are along these canyons, sheltered from the wind, and in the depression running north from the Strait of Magellan to Lakes Argentino and Buenos Aires and beyond. During a brief period in spring, after the melting of the snows, there is grass on the plateau for the sheep. Most of the land is devoted to sheep raising. Sheep are clipped for wool or slaughtered at the frigorificios at Santa Cruz, Río Gallegos and San Julian, or-in Tierra del Fuego-at Puerto Deseado and Río Grande. The wool is carried to port by waggon and lorry and railway, and shipped north to Buenos Aires. It is good wool, but often heavy with sand. There are 19.4 million sheep in the area, yielding an average of 50,500 m. tons of wool a year. Wild dogs and a few foxes are the sole enemies. Cattle ranching, though possible in places, is little practised except

between Neuquén and Diez y Seis de Octubre in the north.

Because of the high winds and insufficient rainfall there is little or no agriculture except in the north, in the valleys of the Colorado and Negro rivers. Some cattle are raised in both valleys where irrigation permits the growing of alfalfa. A large acreage has been irrigated from the Río Negro dam near Neuquén and here, as a supplement to cattle raising, orchards have been added. Fruit growing has been highly successful in this Río Negro oasis. To-day it grows more pears than the whole of the rest of Argentina, and nearly as many apples.

Where the territories of Neuquén and Río Negro meet there is a group of lakes at the foot of the Andes. A great National Park, one of the summer holiday resorts of the Argentines, embraces this vast

lake district noted for its salmon fishing.

Patagonia has two other notable assets: Argentina's main oilfield is at Comodoro Rivadavia, on the Chubut coast; another, but less productive zone, is based on Plaza Huincul, in the territory of Neuquén; and in the south is the Río Turbio coalfield, the largest in Argentina.

Discovery and Colonisation: The coast of Patagonia was first visited by a European late in 1519, when the Spaniard Ferdinand Magellan, then in the service of Portugal, was on his voyage round the world. Early in 1520 he turned west into the strait which now bears his name and there struggled with fierce headwinds until he reached that Sea of Peace he named the Pacific. All later European expeditions which attempted to land on the coast were repelled by the peculiarly dour and treacherous native Indians of Patagonia, but these were almost entirely wiped out in the wars of 1879-1883 against them, generally known as the "Campaign of the Desert." But before this there had been a long established colony at Carmen de Patagones; it shipped salt to Buenos Aires during the colonial period. There had also been a settlement of Welsh people at Puerto Madryn since 1865. After the wars colonisation was rapid, the Welsh, Scots, and English taking a great part. Immigrants followed the coast southwards from Bahia Blanca, and moved inland up the canyons. Chilean sheep farmers from Punta Arenas moved northwards along the Depression at the foot of the Andes, eastwards into Tierra del Fuego, and northwards to Santa Cruz. In 1881 the Welsh colony at Madryn formed another at Trelaw, 43 miles away. Different European nations have arrived in the land since. One of the most curious facts of history is that this distant land gave to Wales, in Welsh, one of its most endearing and well-written classics. The book, Dringo'r Andes (Climbing the Andes), was written in Patagonia by a woman descendant of the original settlers.

Ports and Towns of Patagonia.

In all Patagonia there is only one town—Comodoro Rivadavia—which has a population of over 15,000. Most of them are small ports, dead towns except during the few months when the wool clip is being shipped north. They lie at the mouths of the few rivers in the area, but the high tidal range makes it impossible in most of them for ships to tie up at the docks. The few railways which run

inland from the ports have little traffic except during the sheep-

shearing season.

Communications: The ports are served from Buenos Aires by the Importadora y Exportadora de la Patagonia Company (Av. Roque Saenz Peña). These boats usually go as far as Punta Arenas, in the Strait. The ports can also be visited by the 'planes of Aerolíneas Argentinas. There is a rough road through the ports from north to south as far as Río Gallegos; it goes on to Punta Arenas (Chile).

The island of Tierra del Fuego is divided between Argentina and Chile, the boundary running north and south between longitudes 68 and 69. The Argentine area covers 20,000 square kilometres and has a population of 6,742. The northern part is a flat tableland, bare of trees, but well-watered. To the south of this tableland the Andes run eastwards, falling into the sea in sheer rock walls fissured with glaciated fjords reminiscent of Norway. The capital of this

land is :—

Ushuaia, the most southerly town in the world; it faces the Beagle Channel, named after the ship in which Darwin sailed the Channel in 1832. There are impressive views of snow-clad peaks, rivers, waterfalls, and dense woods. Its few inhabitants (1,800) are engaged in sheep raising, timber cutting, fishing, and trapping. The sheep are driven to a frigorifico at Rio Grande which slaughters more than a quarter of a million annually for exportation. The area's trade is mostly with Magallanes (Chile).

Río Gallegos, on the mainland, at the mouth of the Río Gallegos, is the capital of Santa Cruz Territory. The spring tides here reach the extraordinary height of 52 ft. above the ebb. A frigorifico is operated by Swifts. A railway (162 miles) runs to the coalfield of Río Turbio, where 500 tons a day are now mined and shipped north through the port. There is a good road to Punta Arenas (188 miles) which can be reached in 8 hours by car. There are some colourful

cave paintings near by. Population: 9,500.

Hotels: Gran Paris, Argentino, Gran España.
Bank of London and South America.
Cables: Western Telegraph Co., Ltd. Agent: A. M. Gallie, Casilla 65.

Santa Cruz, 135 miles north of Río Gallegos, one of the best of this group of harbours, is near the mouth of the Santa Cruz river, which drains Lake Argentina at the foot of the Andes. Population: 3,000. Launches go up the river to the lake. About 185 miles to the north is Puerto Deseado. Lago Buenos Aires, which covers an area of 580 square miles, can be visited from this port by taking train (9 hours) north-west to Colonia Las Heras, and continuing by road (124 miles). It was at P. Deseado that a Welshman in Cavendish's expedition of 1586 gave the name of pengwyn (white head) to a certain strange-looking bird. With a slight alteration to penguin (the English are not very good at foreign spellings) the bird has gone by that name ever since.

About 41 miles to the north is Comodoro Rivadavia, the capital of its Territory which is now a military zone and the most important source of petroleum in Argentina. A 1,100-mile pipeline conducts the natural gas to Buenos Aires. Population: 16,000. A railway runs inland to (120 miles) Colonia Sarmiento, on Lake Musters, and

not far away is another: Lake Colhue Huapí. There is a road westwards from Colonia Sarmiento to Puerto Aysen, in Chile. There is a branch from this road southwards to Lago Buenos Aires.

Hotels: Colón, España, Europa, Gran. Bank of London & South America, Ltd.

Some 186 miles to the north is **Trelew**, founded by a Welshman in 1881. **Rawson** (population, 1,750) the capital of Chubut Territory, is on the Chubut river, 12 miles to the east and 7 miles from the coast; it is reached by rail or car. Trelew, the centre of an important sheep-farming area, has about 10,000 inhabitants. A railway runs south-west to Las Plumas, and another north to (43 miles) Puerto Madryn.

Hotels: Touring, Galicia, Piramides. Bank of London & South America, Ltd.

Puerto Madryn, in Chubut, a small port on a good bay, Golfo Nuevo, was founded by the Welsh colonist, Parry Madryn, in 1865. Its population is 5,000. The Belgrano railway runs south to Trelew, Dolavon and Rawson.

Hotels: Playa, Suguero.

A 155 miles to the north, in the Gulf of San Matias, is **Puerto San Antonio Oeste**, a small port of 5,000 inhabitants. This is the northern terminus for the bus services of Transportes Patagonicos; these link all the ports named with Punta Arenas, 1,300 miles to the south. From San Antonio Oeste the Roca railway line runs *via* Viedma to Bahia Blanca and Buenos Aires, and westwards to (390 miles) Bariloche, on Lake Nahuel Huapí.

Viedma, the capital of Río Negro, is 122 miles to the east of San Antonio. It stands opposite Carmen de Patagones, about 17 miles from the mouth of the Río Negro. A railway and a road bridge span the great river and join the two towns. Population: 10,000.

Hotels: Roma, Viedma.

Carmen de Patagones, standing on higher ground on the north bank, is the more attractive of the two. There is a good view of both from the Cerro de la Caballada, back of the town. On this hill stands a monument commemorating an attack on the two towns by a Brazilian squadron in 1827.

River steamers ply up the islanded river, which is a mile wide in parts, to the island of Choele-Choel, the centre of the irrigated fruit orchards of the Negro valley. The steamers go up the river as far as Neuquén.

Hotels: Gran Argentino, Percaz.

A hundred miles to the north is the Río Colorado, the northern limit of Patagonia.

Northern Patagonia has four routes of travel: the two rivers, the Colorado and the Negro, and two railway lines. The more northern line runs from Bahía Blanca across the Río Colorado and along the valley of the Negro to Neuquén and Zapala; the southern line runs from Bahía Blanca southwards across the Colorado to Viedma and then westwards through San Antonio Oeste to Bariloche and the Lake District. The Lake District can also be easily reached from Zapala.

The Lake District contains a series of great lakes strung along the foot of the Andes some 400 miles west of the Atlantic coast. On the far side of the Andes, in Chile, lies another large system of lakes: these are easily visited through the low pass between them at Puerto Blest. The western ends of these lakes cut deeply into the mountains, their water lapping the glacier ice cliffs of some of the most spectacular mountains in the world; their eastern ends are contained by the boulders and shingle dropped there by the shrinking glaciers. The water is a deep blue, sometimes lashed into white froth by the region's high winds, sometimes so still that the mountains are deeply mirrored in them.

Holiday makers go mostly to the more southern in this group of lakes, and particularly to Lake Nahuel Huapí. This lake and its surroundings, an area of 3,030 square miles, was set aside in 1903 as a National Park. The park contains the most diverse and spectacular natural phenomena: lakes, rivers, glaciers, waterfalls, torrents, rapids, valleys, forest, bare mountains and snow-clad peaks. Nature has here reproduced the Norwegian fjords, the Scottish lochs, the loveliness of Swiss and Italian lakes, the eternal snow-clad peaks of the Rockies of Yellowstone Park, the panoramas of the Alps and the Pyrenees.

The whole park is enveloped in abundant vegetation. Age-old trees, some of which reach a height of one-hundred-and-fifty feet or more, form vast forests, and alternate with flower-decked prairies and clumps of wild berry-laden shrubs. Native fauna in a large

variety of species inhabit these regions.

But the outstanding feature of this national park is the splendour of the lakes. The largest of these is Nahuel Huapí, covering an area of 800 square kilometres and over 330 yards deep in places. It is at an altitude of 2,516 feet above sea level, in full view of the snow-covered peaks of the Cordillera and of the forests clothing the lower slopes. Mount Tronador commands the scene. The blue waters of the lake, the mountains, and the loneliness give it a singular charm. Some 40 miles long, and not more than 6 miles wide, it is very irregular in shape; long arms of water, or brazos, which look like fjords, stretch far into the land. There are many islands. The largest is the Isla Victoria, on which is the forest research station where the Directorate of National Parks carries out its work of acclimatising new species of vegetation. A Zoological Board is making additions to the existing indigenous fauna.

Lake Nahuel Huapí is drained eastwards by the river Limay; beyond its junction with the river Neuquén it becomes the Río Negro. The Limay has the best trout fishing in Argentina. The season is from early November to the end of March. A mere sand bar in one of the northern brazos separates the lake of Nahuel Huapí from Lake Correntoso, which is quite close to Lake Espejo. Lago Traful is a short distance to the north-east. South of Nahuel Huapí there are other lakes. The three main ones are Mascardi, Guillelmo, and Gutierrez. There is a motor road to them from Bariloche.

Summer is cool at the lakes and the winters are comparatively mild. June is the rainy month. During January to May, the summer winds are sometimes calmed and there are magical mirrorings in

the lakes.

The lakes, and particularly Nahuel Huapí, are well served by boats of all kinds. On Nahuel Huapí the National Parks Board has a 300-ton steamboat, the *Modesta Victoria*, which carries 150 passengers in great comfort. It is also able to embark two motor cars for the convenience of passengers touring the lake district.

The lakes are full of fish, and attract numbers of fishermen, not only from Argentina but even from European countries. Lake Traful is considered the best for fishing. Its transparent water include a great variety, frequently reaching a weight of as much as 15 lbs. Permission to fish should be obtained from the fishing

administration at Bariloche (10 pesos fee).

There are hotels and private establishments in picturesque positions near beaches, peninsulas and back-waters. Apart from sailing and boating, there is ample scope for golf, mountaineering, walking, ski-ing, fishing, and even shooting (though a special license is required for this). The climbing may mean a ride on horseback or a skilled physical tussle on the slopes of the Tronodor mountain which looms over the area. There are many ski slopes supervised by the Club Andino at Bariloche. It has excellent shelters on some of the peaks for the convenience of mountaineers. Firing, light and food are provided at these points. The favourite ski-ing slopes are on Cerro Catedral, where there is a cable ski lift.

Swimming is not possible: the water is too cold. There is good motoring on the 250 miles of highways which thread the park. An excellent booklet: Nahuel Huapi: National Park, has been produced by the Ministry of Agriculture. It would be foolish to go into the park without it, for it contains a mass of information of all kinds and excellent maps and photographs. It can be obtained at the tourist agencies. With the aid of the maps it is easy to plan numerous excursions. An excursion not mentioned in the edition we have is to a very attractive village called El Bolson: it is 81 miles south of Bariloche and halfway to the small town of Esquel (4,000 inhabitants), in good Andean hunting country. The road to El Bolson and Esquel goes past the beautiful lakes of Gutierrez, Mascardi and Guillelmo and over fine mountain passes. Hotel Piltrigitron at El Bolson is a fairly good hotel, and there is excellent fishing in the area. Within half an hour's drive of the village are lakes Puelo and Epuyen. The valley, set between high mountains, is most attractive. The farms and the orchards sell their produce at Bariloche, which can be reached in about 4 hours by car. Twice a week there is an omnibus service between Bariloche, El Bolson, and Esquel.

Bariloche (San Carlos de), on the southern shore of Lake Nahuel Huapí, is without doubt the best centre for exploring the National Park. It is a small town of 10,000 inhabitants and steep streets, its wooden chalets perched Swiss fashion upon an old moraine at the foot of Cerro Otto. To the south lie the heights of the Ventana and the Cerro Colorado (7,000 ft.). The place is naturally full of hotels and boarding houses, and is inclined to be dusty at times.

Hotels: Tres Reyes, Bellavista, Polmayquen, Parque, Italia, Suiza, and 17 miles away, the superb Llao-Llao.

The route to Chile from Bariloche is as follows: By boat across

the lake to Puerto Blest, on one of the arms of Lake Nahuel Huapí: the Brazo Blest. A short bus ride is taken to Puerto Alegre, on Lago Frias, which is crossed in 20 minutes, to Puerto Frias. The Argentine Customs is here. A road over the Perez Rosales Pass leads to Casa Pangue, in Chile. For the routes from Casa Pangue to Santiago or Puerto Montt in Chile, see the chapter on Chile.

Approaches: There are four ways of reaching the lakes from Buenos Aires: by rail to Bariloche; by rail to Zapala and on by road; by road to Bariloche; and by air.

By Rail to Bariloche: Trains leave Constitución station, Buenos Aires, four days a week for Bariloche direct, crossing the fertile Buenos Aires province and the bleak Río Negro Territory. The train is equipped with a comfortable restaurant, and sleeping cars, and most of the dust is excluded. In some 42 hours the beautiful little station built on the outskirts of San Carlos de Bariloche, on the shores of Lake Nahuel Huapí, is reached. Conveyances at the station take travellers to their hotels in the town, or arrangements can be made for reaching the outlying hotels. These hotels, though usually small, take from 50 to 80 persons each, and are scattered at relatively short intervals throughout the entire park; they can always be found at those points where the scenery is especially good.

By Rail. To Zapala, 850 miles, 31 hours: This is the previous route as far as Bahía Blanca. From Bahia Blanca to Zapala is 464 miles (19 hours). The railway, after following the Río Colorado for some distance, crosses it and turns into the valley of the Río Negro, where large, irrigated fruit growing areas can be seen from the train at (213 miles) Choele-Choel and at (293 miles) Villa Regina. Neuquén (311 miles), the capital of Neuquén Territory, is not far from the great Río Negro Dam which has made this irrigation and fruit growing possible. (The town has 12,000 inhabitants. Launches ply down the Río Negro to Carmen de Patagones. Some 12 miles from Neuquén is the ex-Roca railway's experimental fruit farm at Cinco Saltos. A number of British fruit farmers live in this area irrigated from the Río Negro dam).

A road runs parallel to the railway from Bahia Blanca to Neuquén, where it branches, one following the railway to Zapala, and the

other turning south to Bariloche, 325 miles away.

About 90 miles beyond Neuquén the railway reaches the oil zone at Challaco and (13 miles further) Plaza Huincul. Zapala, the terminus of the line, is 154 miles from Neuquén. Bariloche is 340 miles to the south by a road which runs through Junin de los Andes and San Martín de los Andes. A short detour from Junin leads to the very beautiful lake of Huechulaufquen; from Junin, too, a motor road runs west over the Mamuil-Malal Pass through glorious scenery to (75 miles) Pucon, on Lake Villarrica, in Chile; there are splendid views of the beautiful Chilean volcano, Lanín, on the way. San Martín is a lovely little town at the eastern end of Lake Lacar; the road goes on via Lago Hermoso and Villa Angostura (a beautiful drive) to Bariloche.

Enquiries should be made at Buenos Aires as to the state of the roads to Bariloche before setting off. Certain portions of the road

are not in very good condition, and it is a long journey of 1,200 miles.

Bu Air: Aerolíneas Argentinas fly daily from Buenos Aires to Bariloche during the season.

ECONOMY.

Forest covers 32 per cent. of the country, 14 per cent, is unproductive, 41 per cent. is natural or artificial prairie; only 10 per cent. (or 26.2 million hectares) is cultivated. Some million hectares are irrigated, mainly in the oases at the foot of the Andes or of the

Sierras of Córdoba.

On average, no less than 91.5 per cent. of the export trade by value is provided by pastoral farming and arable farming. A high percentage of the country's livestock breeding and cereal growing is enclosed within an arc centred on Buenos Aires and with a radius of 370 miles, that is, in the Pampa—the provinces of Buenos Aires, Córdoba, Entre Rios, Eva Perón, and Santa Fe. The area so defined contains the most fertile soil in the republic, possibly, even, in the world, and enjoys a climate ideally suited both for the growing of grains and the breeding of livestock. But even in this area agriculture is subject to three drawbacks: frost, drought, and the locust. Late frost sometimes causes serious damage to young crops; at intervals there are droughts which parch the growing crops and kill some of the cattle; and the northern parts (mostly outside the pampa) are pestered with locust swarms which devour everything in their way. The area covered by the insects is occasionally enormous, and it is an impressive and alarming sight to see them advancing.

Within the pampa there are two main types of farming: the "camp" and the "chacra." In Argentina, camp means the estancia or ranch, the pastoral as distinct from the cultivated chacra; the chacra is cultivated to be turned into camp, and the camp in due course is cultivated again as chacra. Near the cities, the quintas, which are small chacras, are often orchards supplying fruit or vegetables to the urban population. Estancieros often lease lands to the chacareros, usually for wheat growing. This withdraws the land from stock for from three to five years; at the end of this term it is sown to alfalfa and returned to stock again, and the chacarero moves on to develop some other piece of land from the wild camp and later sows it to alfalfa. Alfalfa is the pivot of both great industries: without alfalfa neither the grain belt nor the livestock

trade could have been developed.

Within the pampa, both types of farming are not only complimentary: they are also, in a sense, competitive: the pampa is now so developed that if one activity increases, the other must automatically decrease. Of late years, and until quite recently, there has been a great enlargement of the livestock industry at the expense of cereal growing: that is, the cultivated area devoted to forage crops for the feeding of cattle (alfalfa, oats, barley, rye and Sudan grass) has increased at the expense of the non-forage crops (wheat, maize, linseed, sunflower, birdseed, millet and rapeseed), the category which supplies most of the export cereals. The second five-year plan (1953-58) proposes to reverse this process, and perhaps a decline in livestock breeding, which would be economically em-

barrassing, is not quite as automatic as these comments suggest. It could be avoided in two ways: (1) the adoption of less extensive

farming methods, and (2) the incorporation of new zones.

The first offers attractive prospects: increased yields, the use of better methods, higher rates of livestock reproduction, a lower mortality, improved pasturage, and mixed farming, though the trends, it must be said, are not in this direction. The possibilities of bringing into production areas of the cereal zone not to-day considered unsuitable are not exhausted, but such areas are, collectively, of small importance. The greatest hope lies in cleaning up the northern tick-ridden lands and thereby enlarging the area in which quality beasts can be reared.

The following table makes clear the dependence of Argentina

upon pastoral and arable farming :-

Product of			Percenta	age of who	ole export	by value.
			1949	1950	1951	1952
Pastoral farming			50.46	49.80	45.45	55.1
Arable farming			45.21	42.80	46.08	33.8
Forest		4.4	2.33	4.22	4.78	7.21
Mining			.12	.23	.28	-45
Game and fisheries	* *		.13	.II	.10	.02

The main pastoral farm exports are meat and its by-products: hides, wool, and dairy produce.

The main arable farm exports are the cereals and linseed and flour.

This table gives the grain sowings, in millions of hectares, and the crop, in millions of m. tons:—

		1946	-47	1951	-52	1952-53		
		Sowings	Crop	Sowings	Crop	Sowings	Crop	
Wheat	 	6.7	5.6	4.7	2.0	6.1	7.8	
Linseed	 	1.9	1.0	•7	٠3	1.0	.6	
Maize	 	3.6	5.8	2.5	2.0	3.4	3.6	
Oats	 	1.6	-7	1.2	-5	1.4	I.I	
Barley	 	1.4	I.2	٠9	-4	I.I	1.2	
Rye	 	1.9	.6	2,0	.I	2.3	1.3	

(The second five year-plan has set a target for 1953-58 of 8 million hectares sown to wheat, 2 million to linseed, 7 million to maize, 1.9 million to oats, 1.4 million to barley, and 2.8 million to rye).

Export of the grains, in tons:-

-	-				
Wheat	1951	1952 67.611	Barley	1951	1952
Wilcat	 2,431,000	0/,011	Darrey	 140,000	121,013
Maize	 299,000	643,569	Rye	195,000	113,121
Oats	 106,000	43,755	Linseed Bran and	182,000	26,033
			Middlings	T77 000	52 6TA

Value of grain exports, 1951—\$3,087,267,169; 1952—\$1,485,402,090. Value of flour exports, 1951—\$65,900,448; 1952—\$19,143,725.

In 1952, owing to severe drought, Argentina actually imported wheat for the first time within memory.

Livestock and livestock industry: The products of the livestock industry—meat, hides and wool—are even more important in terms of export value than the products of arable farming.

Cattle: There are 45.3 million cattle—a third of them in the Province of Buenos Aires—sharply divided into two main types: the improved cattle of the Humid Pampa (Shorthorns, Herefords

and Aberdeen Angus) providing beef for export, and the barely improved criollo cattle north of the tick line raised for local consumption or the comparatively undiscriminating demand of neighbouring countries. We have seen in the Introduction how wire fencing, the windmill, refrigeration, the growth of the great cities overseas, the conquest of the Indians and the occupation of the pampas led to the great industry of to-day. But the export of beef and cattle products generally is not what it was: the pressure of a growing population upon the supplies is strong—greater Buenos Aires consumed a million more head of cattle in 1950 than in 1945—and already Argentina has decreed a meatless (beef) day during the week (Fridays) to foster exports. The Review of the River Plate suggests that Argentina may have no exportable beef surplus by 1961. Particulars of the Argentine meat trade will be found in "Meat from South America." (See the index).

Around the larger cities, and particularly near Buenos Aires, there is a good deal of dairy farming to provide milk, butter, and cheese for the urban dwellers, but exports are falling away as home demand increases. Casein (used for making buttons, galalith fancy goods and paper) is, however, exported. Associated with dairy farming is the raising of poultry and the keeping of bees. Exports of both poultry and honey are small.

Exports :		1951	1952
Butter (cases)	 	272,648	31,145
Casein (cases)	 	18,334	18,313

Total exports of dairy products were valued at 166,900,000 pesos in 1951, and 109,985,674 pesos in 1952, a year of drought.

Sheep: There are to-day some 54.7 million sheep in Argentina; there were 74,000,000 in 1895. A third of these are in the Province of Buenos Aires, and 36 per cent. of them in Patagonia and Tierra del Fuego. Most of the rest are in Entre Ríos, Corrientes and Eva Perón. Merinos were introduced in 1810; by the middle of the 19th century wool was the most important export. When the freezing plants started work in 1883 there was a sudden change in sheep breeding: the Merino declined and Lincoln, Romney Marsh, Hampshire Down and Shropshire sheep were introduced. To-day there are two main groups: sheep for wool production, and sheep for wool and mutton production, such as the crossed Lincolns of large frame in the Province of Buenos Aires. Patagonia produces, in the main, the domestic demand for fine and fine crossbred wools: the littoral zone produces coarse and coarse crossbred wools and mutton. Cattle seem to be gaining ground at the expense of sheep in the littoral, but this alternative is not open to Patagonia.

Argentina is second only to Australia among the wool exporting countries of the world. The U.S. takes about 60 per cent. of the exports, which account for 17 per cent. of the country's total exports by value. The clip is about 180,000 m. tons, of which 60,000 m. tons are used up locally. The Province of Buenos Aires produces 40 per cent, and accounts for about four-fifths of the coarse wool. In 1949-50, some 383,863 bales (of 420 kilos) were exported; exports had fallen to 106,272 bales in 1951-52, but recovered to 516,928 bales in 1952-53.

Most of the wool is shipped in the greasy state. The U.S.A. takes nearly half of it, and Great Britain a sixth.

Horses: The horse has played a very important part in Argentine life. Until the railways came it was almost the only means of getting about from place to place and was always an essential element in warfare. The gaucho, indeed, made a cult of the horse, refusing any work which could not be done on horseback. This traditional attitude lasted well into the era of expanded grain growing, for oxen were for a long time used to draw the plough. But between 1908 and 1930 the horse displaced the ox, and Argentina used large numbers of heavy Percherons, Clydesdales, and Shires for work on the farms. Since 1930, with the advent of mechanisation, the number of horses has been steadily falling from the peak of 10 millions to the 7 millions of to-day. The lighter breeds are mostly Hackneys and Arabs; the excellence of the ponies is obvious to anybody who has watched an Argentine polo match.

Asses and mules (500,000) are confined to the hills and the

mountains.

Pigs are mainly of the dark skinned brands—Duroc Jerseys, Poland Chinas and a diminishing number of Berkshires. Pig carcases not consumed locally are exported frozen, and to a smaller extent, salted. The pig population (3,989,000 in 1952) is very unstable: growth and decay in numbers seems to be linked with the price of maize. When maize prices are low, pigs increase; when high, they fall off. Hog slaughter is now around 1,625,000 head.

Hides, Bristles, Hair: The annual production of about 8 million cattle hides and 3 million calfskins makes Argentina one of the main sources in the world. The hides are exported both in the wet salted state and in the dry state to North American and European tanneries. Also exported is cattle hair in the form of ear hair for making artists' brushes, and tail hair; pig bristles; and horse hair graded as "south," or "west," or as "mixture" and "long tails."

The number of hides and skins exported is :-

			1951	1952
Salted Ox Hides			3,814,200	5,102,367
Dried Ox Hides		٠	771,400	938,274
Salted or dry Calf Skins		۰	1,569,100	2,371,755
Salted or dry Horsehides		٠	310,100	164,177
Sheepskins (bales)		4	17,100	.15,852
Goatskins (bales)		۰	1,900	1,200

Total value, 1951—561.8 million pesos; 1952—414,599,602 pesos.

Other produce: Argentina, naturally, has sought a greater diversity in her products and has achieved a certain success with fruit, cotton and forestry, but it is only comparatively insignificant volumes of these products which enter the export lists.

Enough rice is grown in Corrientes, Entre Ríos, Santa Fe, Salta, Tucumán and Misiones for home consumption and there are small exports. Cotton is mainly grown in the Chaco (Presidente Perón and Formosa) but there are small crops also in Corrientes and Santa Fe. Some 160,000 m. tons of fibre were produced in 1952-53 from 590,540 hectares: a record. Local mills use about 88,000 m. tons, and the rest is exported, mostly to Britain. Exports of fibre, linters

and waste: 1951-48,500 m. tons; 1952-33,672 m. tons.

Sugar cane is grown mostly in Tucumán, with smaller amounts from Salta and Jujuy. These three states produce nine-tenths of the country's sugar. The industry is heavily protected by tariffs, and turns out enough centrifugal sugar (about 600,000 m. tons) for the home market. Industrial alcohol (77.3 million litres) is produced from molasses, 83 per cent. of it at Tucumán.

Yerba Mate comes from Misiones and the Santo Tomé district of Corrientes, but not, as yet, in sufficient quantity for home consumption, for there are small imports from Brazil. Indian tea is grown in much the same areas.

Forests are not as well exploited as they might be, and there are large imports of timber. From the north come hardwoods for railway sleepers and fencing, but exports to neighbouring countries are small. By far the most important product of the forests for export is the soluble tannin extracted from the quebracho tree of the Chaco by 18 factories; tannin is also extracted from logs less rich in tan, such as the guayacan and urunday woods. This industry must die in time, for the quebracho tree takes 100 years to mature and is not being replanted after cutting. Exports of the extract are: 1952—162,120 tons, value \$303,792,700.

Vegetable oils are produced both for the home market and for export by 157 establishments. The main edible oils are from sunflower (total crop of 428,300 m. tons), cotton-seed, the peanut grown in Córdoba and Sante Fe (201,000 m. tons), and olives (17,692 m. tons). Sunflower plantings are growing less, for the plant exhausts the soil. The total production of edible oils was 219,000 m. tons in 1952.

The main non-edible oils (74,500 m. tons in 1952) are linseed, spurge, and tung (mostly from Misiones). Both the vegetable oils and their oleaginous by-products enter the export market. Whale and seal oils are produced entirely for the home market.

Vegetable Fibres—ramie, jute, fibre-flax, and formio (New

Zealand flax)—are all grown for the home market.

Argentina holds the fourth place in world tobacco consumption, with 1.5 grammes a day per person, but it cannot grow quite enough tobacco for itself and is forced to import. Three-fourths of the tobacco is grown in Corrientes, Misiones and Salta, which turn out Virginia, Havana, Kentucky, Oriental, Bahía and other types. The dark varieties are largely used in making coarse cigars. The leaf

tobacco crop is estimated at 33,200 m. tons.

Fresh fruit has been more successful in the export trade. It is grown mostly under irrigation in the oases at the foot of the Andes in the Cuyo Provinces (Mendoza and San Juan), and again under irrigation in the valley of the Río Negro. There are considerable orchards, without irrigation, in the Paraná delta, near Buenos Aires. Fresh fruit is exported both to the United States and to Brazil. The fruit season begins with cherries in December, peaches and plums in early January, and grapes in February-March. The pink muscatel grape is favoured by the home market, but exports are mainly of the Almerian type. About 80 per cent. of the fruit exports are apples, pears and grapes; the rest are mostly plums, peaches and apricots. The apples for the home market have to be highly coloured; the pears are mostly Williams.

Closely allied to the fresh fruit production are the industries which dry, can, or jam the fruit and make cider from it. There is an increasing production of fruit pulps, fruit juices, brined cherries, crystallised fruits, brined and dried orange peel, and of cider. Tomatoes are also canned, juiced or turned into paste. The wine industry is centred chiefly at Mendoza (70 per cent.), San Juan and Río Negro. About 9.5 million hectolitres a year are produced, but high prices and poor quality (they cannot compare with European or Chilean wines) have been hitting the industry.

The following table gives the average annual production of fresh

fruit :--

Species		 Cuyo.	Río Negro.	Rest of the country.
		(Average	annual produc	ction in tons)
Cherries of all	kinds .	 2,530	70	3,290
Plums		13,220	940	12,070
Apricots		 6,850	100	2,550
Peaches		46,680	2,070	77,910
Apples		35,210		39,080
Ouinces		7,450	1.870	6,870
Doore	• • • •			
		 32,360	57,730	13,970
Table grapes		 176,550	1,970	20,510
		320,850	130,650	176,250
Citrus fr	uits			
Lemons		 	, 	42,400
Tangerines .		 Think the same of	-	104,300
Oranges		 		286,070
Grapefruits		 		4,980
				7,500

Export of fresh fruit, 1951—112,467 tons, value 278.5 million pesos; 1952—97,374 tons, value 302.1 million pesos.

Minerals.

Argentina has a variety of minerals, but the deposits are either small or not easily accessible. There is iron ore at Río Negro and Jujuy; lead and zinc ore at Jujuy, Catamarca and San Juan; wolfram at San Luis, Córdoba, Catamarca, Mendoza and San Juan; beryllium at Córdoba and San Juan; Mica at Córdoba, San Juan and Catamarca; sulphur at Salta and Mendoza; gold at Catamarca, San Juan and Neuquén; nickel and uranium at La Rioja and Jujuy; kaolin at Chubut and Comodoro Rivadavia. Petroleum, coal and salt alone are actively exploited. One mine in Jujuy produces 70 per cent. of the lead and zinc.

Production of minerals, in 1951, in m. tons :-

Sulphur	 7,681	Tin	 	56
Lead	 23,100	Zinc	 	15,200
Silver and Tin	840			

Petroleum is obtained on a small scale at Tartagal, in the Campo Durán and Madrejones fields in Salta, Tupungato in Mendoza, and Plaza Huincul in Neuquén, and a new oilfield is being developed along the valley of the Río Gallegos, in the far south. But the main source is Comodoro Rivadavia, on the Chubut coast. Oil from

Comodoro Rivadavia is asphaltic, with about 10 per cent. of light products; the oil from Plaza Huincul has about 60 per cent. of light products. There are in all 19 refineries in which the local and some imported crude oils are refined. The largest is at Ciudad Eva Perón.

Oil is produced by both the Y.P.F. (77 per cent.) and private interests. Argentina produces 40 per cent. of the country's con-

sumption; the rest is imported.

The Presidente Perón pipeline carries natural gas from Comodoro Rivadavia to Buenos Aires (1,000 miles). Another pipeline runs from Plaza Huincul to General Conesa, in the Territory of Río Negro, where it is connected with the pipeline from Comodoro Rivadavia. In 1952, 559,693 consumers were being supplied, either by pipe or by gas in pressure containers.

The output of crude, in cubic metres, has been :-

		State.	Private.	Total.
1946	 	2,259,800	1,047,500	3,307,300
1950	 	2,755,100	974,900	3,730,000
1951	 	2,958,300	931,300	3,889,600
1952	 	3,097,366	848,634	3,946,000

Coal in small quantities is mined in Mendoza and San Juan, but the only large deposits are in the Río Turbio field in Santa Cruz, and they are of soft coal and not easily accessible. A 160 miles railway now links the coalfield with the port of Río Gallegos and production is increasing rapidly. It was 109,926 tons in 1952. The cost is high, and it is estimated it will take 20 years for the field to become an economic proposition.

Argentine imports of coal, coke and anthracite were 2,169,300

long tons in 1951 and 1,703,700 long tons in 1952.

Steel Industry: In spite of the fact that the only iron deposit worked in Argentina is the Zapla field in Jujuy, over a 1,000 miles by rail from Buenos Aires, Argentina has managed to create a small steel industry. A blast furnace at Zapla turns out 18,000 tons of charcoal pig iron annually. About 50,000 tons of steel a year is produced from scrap at military plants. Private steel-making amounts to about 175,000 tons a year.

Salt deposits are numerous. Building stone, the ornamental stone known as Brazil onyx, marble and clay are worked in many places. The Malagueño limestone quarries in Córdoba are important.

Economic Controls: With the declared purpose of freeing the country from dependence on foreign bankers, shipping companies, grain traders and other capitalist influences from abroad, Argentina's foreign trade has been brought almost completely under the government. Through IAPI (Instituto Argentino de Promocion del Intercambio) the official state trading institute, the Government takes over the exportable surpluses of all major products except wool. IAPI also handles certain imports and the rest are under one form of license or other.

The Central Bank, nationalised in 1946, has control over the entire banking system, the private banks acting as mere agents for the Central Bank, and fixes loan policies. The Government has a large stake in the insurance business and runs a financial agency which supports stock exchange prices by buying and selling securities.

The railways, air services, merchant marine, telephones, port facilities, grain elevators and the Buenos Aires transport and gas works have all been nationalised. The Government Y.P.F. (Yacimientos Petroliferos Fiscales) dominates the petroleum industry. The Government also runs the military factories and DINIE (Direccion Nacional de Industrias del Estado), a group of expropriated German metallurgical, chemical, and pharmaceutical plants and factories.

INDUSTRIAL DEVELOPMENT.

Argentina's sources of power are small: she has not enough coal or petroleum and a comparatively undeveloped production of electricity; she has little workable iron ore and only a small steel industry, but in spite of these difficulties she has forged ahead with the industrialisation of the country. She has built up a substantial light industry, but has very little heavy industry. Taking 1943 as equal to 100, the index of industrial production in 1951 was 150.8. In the same period the number of manufacturing establishments has grown from 65,803 to 101, 884, and the number of industrial workers has been lifted from 452,000 to 945,000.

The potential hydro-electric power is estimated at 5.4 million horse power, but little is available, for great distances separate the potential sources—the Iguazú Falls, the rapids of Apipe and the falls of the Salto Grande—from the consuming centres. Most of the 5,500 million kwh's produced in 1951 was thermally generated. Forty-two power stations and 15 new thermo-electrical stations are now being built. Irrigation dams in the Andine area are being used

to generate electricity.

Both the largest and the most numerous of domestic factories are those turning out textiles. Local industry supplies all the woollen goods required, practically all the cotton goods, all the knitted goods, and the hosiery factories produce a margin for export. Argentina is now seeking export markets for woollens and cottons. Rayon yarn plants produce 80 per cent. of the demand of the rayon textile industry, which in turn supplies most of the Argentine demand for rayon piece goods.

Other important industries are based on the pastoral and agricultural industries: meat packing and food processing, flour milling, wine making, sugar refining and the production of alcohol from molasses, distilling, brewing, tobacco manufacturing, tanning, leather

working-shoes are exported-and furniture making.

Other activities are shipbuilding, the manufacture of iron and steel products, and glass making. A number of establishments make jute bags, clothing, felt and straw hats, confectionery, mineral waters, perfumery, soaps, paper, matches, candles, vinegar, paints and varnishes, and tiles. The Government produces alum and sulphuric acid. The chemical industry manufactures a wide range of products. Tyres and tubes are made near Buenos Aires and the production and finishing of plastic materials is a rapidly growing industry. A car and lorry factory is in production. Some 1,532,000 tons of cement is produced each year.

The growth of the national metallurgical industry (including, in

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the widest sense of the term, machine shops, the manufacture of vehicles and mechanised and electrical equipment) has notably expanded during the last few years. Some 213,500 workmen are employed in it. The index of production (1943 = 100) stands now at 226.9 for metal, 143.5 for machinery and vehicles, and 335.9 for electrical machines and apparatus.

NOTE.—Excellent industrial statistical surveys are published by the National Statistical Department. These should be consulted for details. Extracts are published in the *Review of the River Plate*.

FOREIGN TRADE.

			IMPORTS. Million Pesos.	EXPORTS. Million Pesos
1948			 5,354.0	5,458.0
1949			 4,645.4	3,717.5
1950	974		 4,829.3	5,420.5
1951			 10,491.7	6,710.9
1952			 8,360.6	4,346.8

The following table shows, in thousands of pesos, the trading relations between the United Kingdom, the United States, Brazil, and Argentina, in millions \$ paper:

1	952			Imports	to:	Exports from:
	Kingdor			509		615
	States	 		1,537		1,109
Brazil		 		881		323

The **import tariff** in Argentina is ad valorem. Customs dues are from 30 to 60 per cent. on the C.I.F. declared value of imported merchandise.

NATIONAL DEBT.

The National Debt at Dec. 31, 1952, was, in millions of paper pesos:—

Consolidated Debt:—

Foreign	 	 	12.0
Internal	 	 	24,166.4
Floating Debt :			
Short-term	 	 * *	2,865.5

Imports: Machinery and vehicles head the list of imports, followed by fuel and lubricants, iron and steel manufactures, textiles, timber, foodstuffs, paper and cardboard, pharmaceutical products, and non-ferrous metals and manufactures.

INFORMATION FOR VISITORS.

How to reach Argentina: By Sea:

FROM BRITAIN, there are excellent fast steamship services to the River Plate by Royal Mail Lines, Ltd. For particulars apply to Royal Mail House, Leadenhall Street, E.C.3, or to any of the agents listed on pages vi and vii. The cargo boats of Houlder Brothers & Co., Ltd., also carry up to 12 passengers. Inquiries should be made at 53 Leadenhall Street, E.C.3. Other British steamship companies with passenger services from Britain to the River Plate are the Blue Star Line, Saint Line, and the Lamport & Holt Line, Ltd. (limited passenger accommodation on freight vessels). First class passengers only are taken on the vessels of the Cia Argentina de Navegación Dodero.

It is advisable to restrict luggage to a minimum, especially if the visitor is continuing his tour to other parts of South America. Luggage should be insured owing to the risk involved in transference

at some ports.

The normal time for the voyage is 16 to 21 days. Passages, luggage facilities, and passport regulations can be arranged through any of the well-known travel agencies. An Argentine Government embarkation tax of 10 per cent, is levied on all fares of the first, second or intermediate classes. In the case of return tickets where the stay in the country is more than 60 days the tax is levied on the single gross value of the fare in force to the point of destination. Passengers in transit or tourists whose stay in the country does not exceed 60 days are exempt. This also applies to return tickets bought abroad, the tax being collected in Argentina by the shipping companies from the passenger direct.

Before leaving England a suitable supply of Argentine currency might be obtained. Traveller's cheques can, however, be cashed at all the local banks and a small supply of paper currency can usually be obtained on board. The Bank of London and South America maintains branches at Buenos Aires and sub-offices at all important provincial towns. It might be convenient to arrange a drawing account, or take most of the cash in traveller's cheques at the London offices of this bank. The circulating currency is the paper peso and

exchange rates are quoted in this currency.

On arrival at Buenos Aires the usual medical and passport inspection takes place before disembarkation. Transatlantic vessels usually berth alongside a customs shed. Arrangements for transport of luggage can be made with representatives of one of the carrying agencies who meet the ships on arrival. Reliable firms for this work are Expreso Villalonga and Expreso Furlong. Arrangements can be made for luggage to be cleared through the Customs and taken direct to the hotel. The charges for these services vary, according to size of package and distance to be carried.

Passengers arriving from abroad and disembarking on the North Basin are now required, before leaving the ship, to fill in a printed form in duplicate giving precise details of their luggage. Clothing, articles of domestic use, personal jewellery, and specific quantities of "smokes," may be admitted free. Passengers' personal clothing and effects must have been used, all new articles being liable to the payment of duty. The details are set out in "Baggage Regulations for the Argentine Republic," a leaflet published by Royal Mail Lines, Ltd.

The introduction of merchandise in packages declared as baggage is prohibited. Merchandise which it is proposed to re-ship, such as samples, motor cars, aeroplanes, scientific instruments, etc., may be admitted for a maximum period of six months on provision of a suitable guarantee for the custom duties applicable in each case. In such cases, the passenger is required, apart from such declaration as he makes on board, to lodge a petition with the customs authorities on stamped paper to the value of \$2 paper to the effect that he intends to re-ship such merchandise within a period of 180 days.

From the Continent of Europe: Royal Mail boats call at Cherbourg, Vigo

and Lisbon, and the boats of Houlder Brothers at Antwerp.

From the U.S.A.: There are sailings from New York to Buenos Aires by the American Republics Line, operated by Moore-McCormack Lines; sailings from San Francisco and Los Angeles by Pacific Republics Line, also operated by Moore McCormack Lines, Inc.; and from New Orleans by the Delta Line.

By Air: There are services from Britain to Buenos Aires by B.O.A.C., calling at Lisbon or Madrid, and by Aerolineas Argentinas; from France by Air, France; from Spain by Iberia Airways; from Italy by Alitalia; from Stockholm, Copenhagen, Frankfurt, Zurich and Lisbon by Scandinavia Airlines; and from Amsterdam and Geneva, by K.L.M.

From the U.S.A. there are services by Pan American Airways, by Braniff International Airways, and by Panagra, partly over the routes of Pan American

World Airways.

The routes to and from neighbouring countries by sea, river, railway and air are given on page 109.

A passport is essential for visiting Argentina. It should be examined by the Passport and Permit Office, Clive House, Petty France, London, S.W.I., where it will be renewed and endorsed if necessary. It should then be presented to the Argentine Consulate-General, River Plate House, 12 South Place, E.C.2., or to one of the Consulates in the provinces for a visa. Applications for a business visa should be made at least a month in advance, since they have to be referred to Buenos Aires for approval. A vaccination certificate is necessary; it should be kept with the passport for presentation at Buenos Aires.

Travellers passing through Argentina in transit to other countries should obtain tourist rather than transit visas; the former facilitate landing arrangements, whereas the latter merely permit travellers to stay in the country whilst waiting for transport to continue the journey. But tourist visas do not entitle travellers to conduct business in Argentina. On arrival, travellers must present their passports for

inspection at the nearest police station within 72 hours.

Clothing: The summer heat (although not really tropical) is considerably above that of Northern Europe, but in the City of Buenos Aires European dress is rigorously adopted and one can only contrive to wear as light underclothing as is procurable. The lightest possible pure-wool underclothing is to be recommended, but many people wear the cheaper "Egyptian" cotton garments, which are quite comfortable and procurable in Buenos Aires at reasonable prices. It is not really necessary to incur any considerable expense in the way of outfit, but it would be advisable to obtain as many suits as is convenient. But even these can be procured in Buenos Aires ready made at not more than about £20/30. Suits, for summer wear, should, of course, be as light as possible, but whites are not worn, though Palm Beach types are very popular. In offices, alpaca coats are worn to a large extent during business hours.

Evening dress is as in Europe—whites for the younger people but the dinner-jacket or "smoking" is in more general use. For the winter, warm clothing would be required and a good heavy overcoat and also a waterproof. Thick woollens-expensive in Buenos Aires—should be taken out, but it is not everyone who finds the heaviest necessary. Although not quite as cold as our regions, it is almost as cold from May to August, when it is usually damp, windy, or frosty. The weather is sometimes changeable in September

and October, when cold spells and frosts are not unusual.

For the voyage out, if travelling second class, there is no rigorous etiquette, and ordinary sporting clothes, such as can be used later at the Sports Club in Buenos Aires, would do for deck wear.

Suitable boarding house accommodation can be had in Buenos

Aires at about 800 pesos per month, half board, either in boarding houses proper or with English or other European families. All large foreign colonies have their sporting and social clubs.

Hotels are listed under Buenos Aires and the various towns.

Business Visitors are strongly advised to read "Hints to Business Men visiting Argentina," free on application to the Commercial Relations and Exports Dept., of the Board of Trade, Horse Guards Avenue, Whitehall, S.W.I.

The business district of Buenos Aires is comparatively small and as a rule business houses specialising in particular trades are con-

gregated in restricted areas.

Government offices and banks have adopted the five-day week and are not open to the public on Saturdays. Office hours are staggered. Between 15th May and 16th November most Government offices are open from either 10 or 11 a.m. to 5.30 or 6.30 p.m. During the rest of the year they are open from 7 a.m. to 1.30 p.m.

The banks are open to the public between 12 noon and 3.30 p.m. The post office is open every day between 8 a.m. and midnight for telegrams. Stamps can be bought on working days between the hours of 2 and 7 p.m. and between 8 a.m. and 1 p.m. on Saturdays and certain holidays. The "poste restante" office is open from 8 a.m. to 8 p.m. on working days and from 8 a.m. to 1 p.m. on Saturdays. Registered letters are also accepted between 8 a.m. and 1 p.m. on Saturdays.

The Consular and Commercial Sections of the British Embassy are open from 9.30 a.m. to 12.30 p.m. and from 2.30 p.m. to 4.30 p.m. on weekdays and from 9.30 a.m. to 12 noon on Saturdays.

Language: Argentina speaks Spanish, with variants of pronounciation and vocabulary as compared with pure Castilian. In the absence of Spanish, French or Italian is useful. English is widely spoken in Argentina, but not to a great degree amongst purely local businessmen. A business visitor who has not at the least a small acquaintance with Spanish is severely handicapped. Interpreters can be obtained at a charge of about 50 pesos a day, but this expedient is unsatisfactory, particularly when technical matters are being discussed; in Argentina technical terms are often of local invention and peculiar.

Cost of Living: It is estimated that there has been an increase

of over 600 per cent. in the cost of living since 1943.

Cost of Living: Rent and education are serious items. A single man can get a bed-sitting room in a respectable boarding-house at about \$700/800 per month for half board and room, \$1,000 upwards for full board. A small flat, such as a married junior commercial employee would expect to occupy, could not be secured at a rental of less than \$750/1,000 paper per month upwards. A suburban villa similar to that occupied by a senior commercial clerk could not be secured here under the equivalent of £450 to £500 per annum. The growing population makes the housing problem acute.

Other household expenses are also inclined to be high. The average wage paid to a general servant in the city of Buenos Aires is \$400 paper per month. The cost of first-class furniture is higher than it is in the United Kingdom. Foodstuffs are no more expensive

than in Great Britain. A fairly good suit can be bought for \$1,000 to \$1,200. A hat may cost between \$75 and \$100. An Argentine

made pair of shoes costing \$150/180 will give good service.

No person over the age of 21, with one or two years' commercial experience, can be recommended to accept a salary of less than about \$2,500 paper a month. An Englishman coming from the Old Country, facing life alone in Argentina, is not likely to get more out of \$2,500 per month than he would out of £8 a week in England.

Taking 1943 as 100, the cost of living for a working class family stood at 529.6 in Sept., 1953. Foodstuffs stood at 887.7, rent (and electric light) at 203.6, clothing at 533.5, and general expenses at

887.1.—(Review of River Plate figures).

Summer Time, which is an hour ahead, is maintained all the year round in Argentina.

National Flags: Foreigners are not allowed to hoist their national flags in the Argentine without special permission, and on condition that it is flown with, and to the left of, the Argentine flag.

National Holidays: The only obligatory holidays are January 1, January 6, the Monday of Carnival, Good Friday, May 1, May 25, June 17, July 9, July 26, August 15, August 17, October 17, November 1, December 8, and Christmas Day. All Saturdays are declared holidays in banks and Government offices.

National Dishes are based in the main, upon plentiful supplies of meat and vegetables. Many are truly individual and delicious, the asado, a roast made on an open fire or grill, when properly done; puchero, one of the best boiled dishes in the world, if all the ingredients are present; bife a caballo, steak served with a fried egg; the carbonada (onions, tomatoes, minced beef), particularly good at Buenos Aires; churrasco, a thick grilled beef steak; parrillada, a mixed grill, and many others, like humitas, tasty but not so strictly national.

Immigration: The laws have long favoured the immigration of farmers, labourers and artisans of less than sixty years of age seeking to settle in the country, although in recent years certain modifications have been introduced, tending to improve the type of immigrant and restricting the entry of undestrables.

Immigration is now confined to those considered of value to the country, such as technicians, skilled workers and farm labourers. In some cases it is stipulated that the immigrant must reside at least 100 kilometres from Buenos Aires. In practice, however, there

are many exceptions to these rules.

Currency: Notes range from 1,000 pesos to 0.50 pesos. There are nickel coins of 50, 20, 10 and 5 centavos and copper coins of 2 and 1 centavos.

Weights and Measures: The legal system is the metric, and in measures only the metric should be used, but the Spanish system is also quoted, and in some places the old Argentine system.

Goatskins 370 ,, Butter 25

Weights in Use for Hides and Sheepskins.

= 35.448105 pounds. A pesada of dry hides (35 libras) A pesada of salted hides (60 libras) = 60.76818 pounds. A pesada of washed sheepskins (30 libras) = 30.38409 pounds.

Postage Rates: Internal, 20 cents for each 20 grammes or fraction; to American Republics and Spain 20 cents for first 20 grammes, and 20 cents per 20 grammes or fraction thereafter. To European countries, 50 cents for first 20 grammes, and 30 cents per 20 grammes or fraction thereafter. From U.K. to Argentina, see p. 28.

Air Mail: Argentina to Europe, one peso for every 5 grammes or fraction thereof, plus ordinary postage at 50 cents for the first 20 grammes or fraction thereof and 30 cents of every additional 20 grammes. Business papers as printed matter pay \$1.50 for each 20 grammes or fraction. U.K. to Argentina, see page 28. To U.S.A.: 90 cents for each 20 grammes or fraction.

Telegraph, Cable, and Telephone: Buenos Aires is linked up by telegraph and telephone to the rest of the country. International wireless telegraphy is in the hands of two companies: Transradio Internacional and Radio Argentina. There are various cable companies, amongst the principals are Western Telegraph Co., and All America Cables, Inc. The Telefonos del Estado gives telephone connections with the rest of the world.

The principal publications are:-

Official Gazette-" Boletin Oficial."

Buenos Aires Dailes: "La Nacion," "La Prensa," "El Mundo," "Critica,"
"Noticias Graficas," "La Razon," "La Epoca," "Democracia," "Clarin."
British Dailies: "The Standard," "Buenos Aires Herald."
Magazines: "El Hogar," "Mundo Argentino," "Para Ti," "Maribel."
"Atlantida," "Rosalinda," "Selecta." "El Grafico," "Mundo Deportivo,"
"Lyria," "Orientacion."

English Language: "Review of the River Plate" (commercial and agricultural), "Britannica" (organ of the British Society), "The Argentine Magazine," and "The Southern Cross."

The Pleasure Resorts are given in the text. They are, in the main, the Lake District, the Sierras of Córdoba, Carhue, Mar del Plata, Miramar, Necochea, Puente del Inca, Rio Hondo, Rosario de la Frontera, Tandil, Villavicencio, and Mendoza. One of the great sights of the country is the Iguazú Falls. (See the general index).

Information about these resorts can be obtained from the travel agencies: Wagons-Lits/Cook or Exprinter. These will also supply a list of possible tours in Argentina, or from Argentina into Chile

and Bolivia.

At the seaside hotels in particular a considerable reduction is made to married couples and the rates during the months of November, December, March and April, are cheaper than in Ianuary and February, which are the peak season months.

Argentine Representation in Great Britain: The Embassy is at 9 Wilton Crescent, London, S.W.I. The Ambassador is Dr. Domingo A. Derisi.

The Consul General is at 53 Hans Place, London, S.W.I. Tel.: Knightsbridge 1462 and 1701. There is a Vice-Consulate at 12 Coopers Buildings, Liverpool. Tel.: Royal 1349.

British Representation in Argentina: The Embassy is at Reconquista 314, Buenos Aires. The Ambassador is Sir Henry Bradshaw Mack, K.C.M.G.

H.M. Minister (Commercial), is at the Embassy (telephone 31-4981). (Callers should use the entrance at Calle Sarmiento 443 and take the lift to the sixth floor). There is a Consular Section in the Embassy, a British Consulate in Rosario and Vice-Consulates in Eva Perón (formerly La Plata), Bahia Blanca, Santa Fé, Mendoza, Trelew, San Julian, Puerto Deseado, Mar del Platá, Rio Gallegos, Comodoro Rivadavia, Rio Grande and Concordia.



(Bolivia) S.A.

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BOLIVIA is twice the size of Spain; its area of 419,470 square miles makes it the fifth largest country in South America. It has Chile and Peru to the west, Brazil encircles it on the north and east, and to the south are Paraguay and Argentina. Since it lost its nitrate lands and the port of Antofagasta to Chile during the War of the Pacific (1879-1883), it has been landlocked. Eighty per cent. of its people live at an altitude above 10,000 feet, in a third of the country's area, and with formidable physical barriers between them and the coast to the west.

The Andean range is at its widest—some 400 miles—in Bolivia. The Western Cordillera which separates Bolivia from Chile has high peaks of between 19,000 and 21,000 feet and a number of active volcanoes along its crest. The passes across it are above 13,000 feet. The great rainless belt which stretches southwards over the continent along the northern coasts of Peru and Chile runs diagonally across this Western Cordillera and southern Bolivia; the Western Cordillera is so dry that only one river, the Loa, finds its way westwards from it and across the Atacama Desert of northern Chile to the Pacific.

To the east of this range lies a lofty plateau, the bleak, frore, windswept Altiplano, much of it 13,000 feet above sea-level. It has a mean width of 85 miles and covers an area of 6,500 square miles. Its surface is by no means flat, for the Western Cordillera sends spurs into it which tend to partition it into basins. The northern part of the Altiplano is the more inhabited; its southern part is parched desert and almost unoccupied, save for a mining town here and there.

BOLIVIA

A Land Divided

BY HAROLD OSBORNE

Physical Features — Communications — Administration — History and People Foreign Relations—Mining—Foreign Trade—Agriculture—Industry—Finance Price 12s. 6d. net

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From this plateau rises, to the east, the sharp façade of the Eastern Cordillera. It is a most fortunate circumstance that there is a gently graded passageway along the plateau at the foot of the Eastern Cordillera from Lake Titicaca, in the north, to the Argentine frontier, in the south. From Viacha, near La Paz, a railway runs along this passageway southwards to Buenos Aires.

The giant masses of the northern parts of the Eastern Cordillera rise to very great heights to the east of Lake Titicaca: four peaks soar to above 21,000 feet. Their far sides fall away to the north-east, very sharply, towards the Amazon basin. These heavily forested north-eastern slopes, deeply indented with fertile valleys, are known as the Yungas.

But from a point just north of Cochabamba to the south the Eastern Cordillera is tilted, not to the north-east, but to the east. This part of the Eastern Cordillera rises abruptly, in sharp escarpments, from the Altiplano, and then flattens out to an easy slope eastwards to the plains: an area known as the Puna. The Puna is, however, itself the pediment of an occasional soaring range of peaks. The streams which flow across the Puna to join with the Amazon or the La Plata river systems cut increasingly deep incisions as they gather volume until, to the east, the Puna is eroded to little more than a high remnant between the river valleys. These valleys are fertile and densely inhabited.

The Altiplano: The Western Cordillera, which grows steadily more arid as it sweeps southwards, is almost uninhabited save for small high settlements on irrigated land in the valleys of the few tiny streams draining into Lake Titicaca. Around this lake, (an inland sea of 4,500 square miles, at an altitude of 12,500 feet), there is enough rain for crops; the immense depth of the water keeps the lake at an even all-the-year-round temperature of 51° Fahr., and modifies the extremes of winter and night temperatures on the surrounding land. There is therefore a large and prosperous farming population of Indians in this basin, tilling the fields and the hill terraces and tending their llamas. They grow barley and potatoes, just enough to live on, but have not so far helped much towards solving Bolivia's most pressing problem: food, though of late landowners have imported tractors and agricultural machinery to increase production.

A river, the Desaguadero, drains Lake Titicaca into the shallow Lake Poopo, 185 miles south-east in the Altiplano and 480 feet lower. As it reaches towards its destination the land grows more and more parched and the Indian settlements fewer and fewer. Lake Poopo is intensely salty and sometimes overflows into a salt flat, the Salar de Coipasa, 50 miles to the south-west. Seventy miles to the south of this again is another great salt waste, the Salar de Uyuni. East of Lake Poopo there are a number of Indian settlements on the alluvial fans created by the small rivers which flow from the Eastern Cordillera into the Altiplano.

The main crops of the Altiplano are potatoes and barley. Sheep, llamas, vicunas and alpacas are reared, but far more important than agriculture is mining. Just south of the railway from La Paz to Arica is Corocoro (4,500 inhabitants), which supplies most of

Bolivia's copper, found here in its pure form and long used by the Indians. And 141 miles south of La Paz along the passageway at the base of the Eastern Cordillera is Oruro (48,000 inhabitants), where a low belt of hills supplies tin, copper, silver and wolfram. Oruro is important also as a rail centre: the main lines to Buenos Aires sends out two branches here, one to the tin mines of Uncia in the Eastern Cordillera, and one to Bolivia's most important food producing basin, that of Cochabamba on the far eastern slopes of the Puna.

The political capital, La Paz, lies in a natural basin 1,500 feet

below the surrounding Altiplano.



RAILWAY SYSTEM AND ROUTES FROM THE PACIFIC.

Eastern Cordillera: the Puna: Agriculture is intensely practised in the valleys of the streams we have described as deeply incising the surface of the eastern sloping Puna: the tributaries of the Rio Grande flowing north-east to the basin of the Amazon, and the tributaries of the Pilcomayo flowing south-east to the River Plate system. In the flat lands ribboning along these streams, or in occasional more open basins, a variety of grain crops and fruits are

grown. Typical instances are the basins in which Cochabamba, Sucre, and Tarija lie. (See under Towns). These send food and cattle, with some difficulty, to the towns of the Altiplano, but the valleys have often no way of doing so. The inhabitants of this area are mostly either mestizos or Europeans, but the basins and long ribbons of valley farmland are isolated, and transport to the areas where they might sell their produce is poor or non-existent. Isolation is bad enough for westernised man; when to this is added potential wealth which cannot be exploited, then the situation becomes galling in the extreme.

In the rich tropical valleys on the sharp north-eastern slopes of the Cordillera Real north of Cochabamba—the Yungas, drained by the Río Bení and its tributaries—cacao, coffee, sugar and coca are grown. But the problem of transport is almost as desperate for the Yungas as it is for the remoter basins: the road to La Paz (hairraising in places) climbs 14,200 feet in 50 miles to surmount a pass

standing at over 15,000 feet.

Mining in the Eastern Cordillera: The Spaniards of Peru discovered the Cerro Rico in 1545. It is a mountain rising out of the Puna to a height of 15,680 feet, and is almost a solid mass of ore containing tin, silver, bismuth and tungsten. The Spaniards, who were interested only in the silver, built the city of Potosí at its base, 13,600 feet above sea level. The city grew till it had a population of 150,000, but rapidly dwindled after silver had been found in Peru and Mexico, and remained almost a dead town till a demand for tin arose early this century. It is tin which interests its 45,000 inhabi-

tants to-day.

Tin also accounts for the busy mining communities in the Cordillera to the east of Oruro: the ex-Patino mines are at Uncia, to which there is a branch railway from Oruro; they produce nearly half the tin of Bolivia. Silver is still mined or extracted from the tailings left by past generations, and variable amounts of lead, bismuth, antimony, wolfram and zinc from pockets in the Cordillera are exported according to the prices which can be obtained in the international market. Because of the long and expensive haul to the nearest seaport at Arica, there is always a tendency for Bolivian metal production to fall off when prices are low, though the cost of transport is greatly offset by the cheapness of labour, which is almost entirely Indian. But this labour is inefficient, for the Indian's needs are few, and it is difficult to spur him to greater production by the compulsive incentives so effective elsewhere.

The Lowlands: To the north-east, in the Department of Bení, once a great rubber collecting land, there is a vast area of rainy forest and plain drained by the Madre de Díos, Bení and Mamoré into the Madeira, a tributary of the Amazon. This land is as difficult to get at from the east as from the west, for there are rapids and falls in the Madeira which limit navigation. In 1903 Brazil, as compensation for the rich Acre territory it had annexed, agreed to build a railway round the falls at Porto Velho, which steamers can reach, as far as the navigable waters of the Rio Bení at Riberalta, above the rapids. When the rubber boom collapsed in 1913, work on the line—the Madeira-Mamore—was discontinued, and it has

never been completed. A small amount of panned gold comes trom this sector, and an increasing amount of meat is now flown from the Bení to the consuming centres at La Paz, Oruro, and Cochabamba. (Refrigeration plants are being installed at both ends). But so far, only a small fraction of the area's potential wealth has been tapped.

Much the same could be said of the forests and plains beyond the Eastern Cordillera as they sweep south towards the Pilcomayo River, getting progressively less rain and merging into a comparatively dry southern land of scrub forest and arid savannah. One settlement there is, standing between mountain and plain: Santa Cruz de la Sierra, founded in the 16th century. (See under Towns). Here coffee and sugar are grown and cattle ranched.

These lowlands, in which the agricultural future of Bolivia lies, can only be developed if they are filled with immigrants. But where are they to come from? Highland Indians do not easily emigrate to the lowlands, and unless roads and railways are built, Europeans

will not be attracted.

But petroleum has already been found at the foot of the Andes. It is being exploited at Sanandita, near the Argentine frontier, where the Pilcomayo debouches on to the plains, and at Camiri, to the north of it. Perhaps this fresh wealth, as yet a mere trickle, will bring new life to this part of the plains.

Communications: We have seen how desperate the need is to integrate the food producing eastern zones with the bulk of the population living in the towns of the Altiplano or the westward facing slopes of the Eastern Cordillera, and how Bolivia has so far failed to effect this. The communications between the mining towns and the coast are much better. Under Spanish rule there were four great trails in use within the country: three of them led through passes in the Western Cordillera to the Pacific; the fourth led from La Paz along the passage-way at the foot of the Eastern Cordillera southwards into Argentina: it was along this trail that the silver from Potosi was taken to Buenos Aires for shipment. Towards the end of the last century or the beginning of this, railways along the trails have replaced the llamas and mules which carried the minerals to the ports. The map makes clear where they are; each is described under "Information for Visitors." By far the shortest is the one from La Paz to Arica, completed in 1913. Arica is now an international port, with a Bolivian custom house; it ships the larger part of the exports.

Though these railways were a great stimulus to the mines, they have not made as much difference as might have been expected to the peoples of the Altiplano. They were extremely expensive to build, and running costs are so high that most goods, save minerals, are still carried by mule, or by llama. The Indians, as usual, have made their own arrangements and stick to what is traditional and cheapest. "In a sense, two commercial systems exist together in the same area, serving the two contrasted parts of the Bolivian

population." ("Latin America," by Preston E. James).

The People of Bolivia: The total population, December 1950, was 3,019,031. Of these, 54.5 per cent. are pure Indian, 30.9 per cent. mestizo, and 14.6 per cent. of Spanish European descent. The

racial composition of the various areas varies greatly: pure Indian around Lake Titicaca; more than half Indian at La Paz; 3 out of 4 either mestizo or European in the basins and valleys of the Eastern Cordillera, particularly at Cochabamba, Santa Cruz and Tarija, the most European of all.

The mestizo, who has accepted European ways, is quick and intelligent. The Indians are mainly composed of two groups: those who in the north of the Altiplano speak the gutteral Aymara, and those who, elsewhere, speak Quechua, the Inca tongue. Altiplano Indians are somewhat taciturn and reserved. become adapted to the scarcity of oxygen by an amazing lung development; they have 40 per cent. more red corpuscles in their blood than those who live at sea-level. They have conquered hunger by the simple expedient of numbing their stomachs with cocaine from the coca leaves they chew. They meet exploitation with a stoic indifference, as though certain that they will come into their own when this particular Bolivian culture collapses: as it will when the metals have been raped from the rocks.

"They are often good-looking, these women," says Sir Ronald Fraser, "with their white teeth and dark, remote eyes in brown faces. They go about in petticoats of bright, uncommon hues and they wear, apparently from birth, either an undented homburg or a species of white top hat . . . Most of them chew the coca leaf which makes you feel as if you had had something to eat and gives a measure of oblivion. On feast days they drink with considerable application and, though nominally Christian, wearing the most sensational and un-Christian masks, dance till they drop.

The Bolivians are remarkable for longevity, and a census showed 1,261 centenarians. There are a number of British and American engineers in the country.

HISTORY.

At the southern end of Lake Titicaca stands a monolithic gateway and some shattered terraces and roofless walls; the detritus of a pre-Incaic civilization which the archaeologists are trying to piece together. The primitive Aymara-speaking Indians in this area seem to have been subjected, around A.D.600, to influences from the coast of Peru and to have emerged into a second phase of civilization characterized by massive stone buildings and monuments, exquisite textiles, pottery and metalwork. This phase seems to have been ended abruptly by some unexplained calamity around A.D. 900. When the Quechua-speaking Incas of Cuzco conquered the area around A.D. 1200, they found the Aymaras living amongst ruins they could no longer explain.

Bolivia, which was completely conquered by 1315, remained in Inca hands until the Spaniards came. Francisco Pizarro landed in Peru in 1532. Six years later they conquered Bolivia, and next year Sucre, still the official capital, was founded. By 1559 Bolivia had become the audencia of Charcas, in the Vice-Royalty of Peru. Bolivia had become extremely important for the Spaniards after the discovery of a silver mountain at Potosí in 1545.

The excellent Inca communications and economic organization soon fell to ruin. Revolutionary movements against the oppressive rule of the Spaniards began earlier in Bolivia than anywhere else.

188 - BOLIVIA.

There were revolts by the mestizos at La Paz in 1661, and at Cochabamba in 1730; by Indians at Sucre, Cochabamba, Oruro and La Paz from 1776 to 1780, when they were defeated when besieging Sucre. La Paz was in their hands in 1780 for a few days. In 1809 the University of San Francisco Xavier, at Sucre, called for the liberty of all the Latin American colonies from Spain. Several attempts were made to liberate Bolivia in the next few years, but they failed. It was not until 1822, when Sucre, Bolívar's general, won the battle of Ayacucho with the help of a large British contingent that Bolivia was finally freed. On August 25, 1825, Bolívar named the new country after himself.

Sucre remained as dictator for ten years. In 1836 he marched upon Lima and declared himself ruler of a federation of the two republics of Bolivia and Peru. Chile and Argentina intervened; there was a revolution in Bolivia, and in 1839 Sucre was overthrown

and the federation dissolved.

In over a century of somewhat unsettled history since, Bolivia has suffered a grievous contraction of her territory. She had never very actively worked her nitrate fields in the Atacama desert. In the War of the Pacific (1879-1883) for the right to hold this wealthy desert, Bolivia in alliance with Peru, fought the Chileans. After a year the Bolivians withdrew, but all the same, Chile took over the desert and the port of Antofagasta, though Chile compensated by building Bolivia the railway between Arica and La Paz. Railways against valuable territory has been Bolivia's fate. A railway for Bolivia was Argentina's return for annexing some of the Chaco. When Brazil annexed the rich Acre Territory in 1903, Bolivia was compensated by yet another railway, but the Madeira-Mamore has never reached its destination, Riberalta, and has proved of little use.

But there has not even been a railway to compensate Bolivia for her most severe loss. Constant disputes between Bolivia and Paraguay over the Chaco led to open warfare between 1928 and 1930, and again between 1933 and 1935. In 1938, by arbitration, Bolivia lost to Paraguay three-fourths of the Chaco, but obtained a doubtfully valuable outlet to the Rio Paraguay. Bolivia's failure to occupy

her empty spaces is the explanation for these losses.

GOVERNMENT.

The Constitution of 1938 vests executive power in the President, elected by popular vote for a term of four years; he may not succeed himself. He nominates the Cabinet. The Congress of two chambers—Senate and Chamber of Deputies—meets at La Paz on August 6. Senators, three for each Department, are elected for 6 years, one-third retiring every two years. Deputies are elected for four years, one-half retiring every two years. There are nine departments, and one territory. Supreme political, administrative, and military authority in each Department is vested in a prefect.

Under the Constitution all male citizens over 21, officially registered, who can read and write and have a fixed income, may vote. (Out of nearly 4 million people only some 160,000 qualify). A Bolivian woman does not lose her nationality at marriage. Foreigners may be naturalised after a residence of three years. The State supports the Roman Catholic religion, but all beliefs are tolerated.

PRESIDENT.

Dr. Victor Paz Estenssoro.

Prime Minister Sr. Federico Fortún. Foreign Affairs Dr. Walter Guevara Arse.

There are nine other Ministries.

The two Capitals: Although Sucre is the legal capital, La Paz has come to be regarded as the actual capital. It is there the President and his official advisers live; the national Congress meets there, and it is the residence of the foreign diplomats accredited to the Bolivian Government. On the other hand, the Supreme Court still holds its sessions at Sucre.

TOWNS.

La Paz, the highest capital in the world, lies at an altitude of 12,400 feet in a natural basin or canyon; it is sunk 1,500 feet below the level of the Altiplano in its north-eastern corner. It was on October 20, 1548, that the Spaniards chose this odd place for a city, mainly no doubt to avoid the chill winds of the plateau. The mean average temperature is 50° Fahr., but it varies greatly during each day, and the nights are cold. At first the visitor will probably feel some slight discomfort from the rarified air, which contains a small enough proportion of oxygen to permit the city to do without a Fire

Brigade. The population is about 350,000, half of it Indian.

The La Paz river, whose headwaters have cut across the Eastern Cordillera and now collect streams which once flowed into Lakes Titicaca and Poopo, runs through the city. The long streets which go in the same direction as the canyon are more or less level, but those which rise from them towards the heights are often steep; the Pacenos slither down them with long strides. The pure-bred Indians live in the higher terraces, the rest lower down, and below them is the business quarter, the Government offices, the restaurants and the university. The wealthier residential district is lower still: strung from Sopocachi to the bed of the valley at Obrages, six miles away and a thousand feet lower.

There is very little colonial building left; most of the building -and there are some semi-skyscrapers-is modern, with a mixture of corrugated iron and red tiles on the roofs. It has one beautiful church, San Francisco, and one handsome boulevarde, the Prado.

Plaza Murillo, on the north-eastern side of the river, is the centre of the city's life; surrounding its formal gardens are the huge Cathedral (modern); the Presidential Palace, its walls still pockmarked with the bullets of the 1946 revolution; the Legislative Palace; and the Club La Paz. Some of the city's hotels are close by. Calle Comercio, running cross-wise past the Plaza, has most of the stores and shops. A few blocks away, on Calle Mercado, is the Central Market, a picturesque medley of Indian vendors and victuals; women in bright shawls and multiple polleras or skirts, presiding raucously over stalls, their black braids topped by hard brimmed brown bowler hats.

The Prado is in the part of the city across the river. The Avenida 16 de Julio (its proper name), runs from the Plaza Venezuela, with a statue of Bolívar, to the Plaza Roma, with a statue of Sucre, and a monolithic stone taken from the ruins of Tihuanaco. The National, or Tiahuanaco Museum, with its collection of antiquities, is near the Prado. Some distance beyond the Plaza Roma is a height called the Monticulo de Sopocachi, with a fine view of the city and its surrounding mountains.

By following Calle Recreo from the Plaza Venezuela we come to the Church and Monastery of San Francisco, in Plaza San Francisco. They are worth seeing. In and around this square an Indian fair is held on Sundays. Particularly impressive is the Alacitas Fair, held from January 24 to the 29th, before Carnival.

"It is dedicated to Ekeko, an Indian household god. You can buy plaster images of him at many of the booths. He is a red nosed, cheerfully grinning little personage laden with an assortment of miniature cooking utensils, coins, balls of wool, tiny sacks of sugar, coffee, salt, rice and flour; a kind of Bolivian Santa Claus. Ekeko is said to bring prosperity and to grant wishes. If you buy a toy house, or a cow, or a sheep at the Alacitas, you will get a real one before the year is out. There are also model motor-cars and planes, for the extreme optimists." ("The Condor and the Cows.").

South-west from Plaza San Francisco runs Calle Sagarnaga, with

rows of small shops which specialise in curios for visitors.

A little over an hour's drive by bus from La Paz is Mount Chacaltaya, an all-the-year-round skiing resort. The ski run starts at above 17,000 feet: the highest in the world. The golf club at Mallasilla shares the same distinction. The Club Hipico race track is at Miraflores, in the eastern part of the city.

The train for La Paz stops at El Alto, a village on the western edge of the canyon before descending into the city below. There is a magnificent view here of the snow-capped peaks of Illampu, Illimani, and Huayna-Potosí.

Hotels.	Addresses.	Cables.	Rooms.	Per day,
Sucre Palace Hotel Hotel La Paz	 Av. 16 de Julio Av. Camacho	Sucre Palace Hotel La Paz	97 145	Bs.1,975 Bs.1,620
Gran Hotel Paris	 Plaza Murillo	Granparis	32	Bs. 800

Reservations should be made by wire. There are several boarding houses. Reservations should be made by wire. There are several boarding houses. There is an Anglo-American Club (no beds) for English-speaking transient passengers. Call on the Secretary. Suppers at Wilders, Corso, and Milano restaurants and dancing at the Boite Embassy of the Sucre Palace Hotel, the roof garden of the Hotel La Paz, and the Boite Maracaibo. The night club "Gallo de Oro" is half way on the road to Obrajes.

Automobiles are hired at Bs. 500 an hour. Short trips in the city Bs.50 for one

passenger, Bs.10 for each extra person. Taxis are numerous. There are motor-bus

services in La Paz.

Club: Anglo-American (no sleeping accommodation).

Church: Protestant Community Church (inter-denominational), with services in English.

Addresses :-

British Embassy and Consulate, Av. 16 de Julio (Edif. "La Razon"). United States Embassy, Plaza Abaroa. U.S. Consulate, Avenida General Camacho. Travellers Aid Bureau, Calle Comercio.

Cables: West Coast of America Telegraph Co., Ltd. (British), Avenida Mariscal de Santa Cruz 281; All America Cables & Radio, Inc., Calle Socabaya 226.

Excursions from La Paz: The most usual is a visit to the southern end of Lake Titicaca; both road and rail run through Viacha and Tiahuanaco (where the ruins of the old city can be seen), on to Guaqui, 12 miles beyond Tiahuanaco and 61 from La Paz. Sailing boats can be hired here for a visit to the Islands of the Sun and Moon (Titicaca and Coati islands). The road soon crosses the Peruvian border and is continued along the western shores to Puno, the Peruvian lake port at the northern end. A side road turns right to reach Copacabana, a beautiful little town on the lake, which here narrows to a channel; the village of Tiquina faces it from the green hillside opposite. (Another road from La Paz goes to Tiquina, BOLIVIA,

where there is a comfortable small hotel, and cars and passengers are ferried across in balsas to Copacabana). Some very ancient Indian festivals are held at Copacabana, whose church houses a famous Virgin of the Lake, credited with numerous miracles.

The road from La Paz to Tiquina goes on to Sorata. Illampu looms over the town, which is a resort for the people of La Paz.

North-east of La Paz a road runs to the Yungas; it is along this road that the produce comes to market. The road circles cloudwards to an elevation of more than 14,000 feet; the highest point is reached in an hour; all around stand titanic snowcapped peaks and snowfields glinting in the sun. Then the road snakes down precipitously into the luxuriant, green valley. It is very much warmer here. The best little town to stay at is Coroico, where there is a passable hotel.

Corocoro (13,100 ft.), the copper mining town, can be visited from La Paz by road or the Arica-La Paz railway and a short branch south.

It is 69 miles from La Paz.

Along the gently graded passageway in the Altiplano at the foot of the Eastern Cordillera runs Bolivia's most important railway; it runs from La Paz southwards to Villazon, on the Argentine frontier. From Oruro a line runs eastwards to Cochabamba; from Rio Mulatos another branch line runs eastwards to Potosí and Sucre. Uyuni, further south, is the junction for the line from Antofagasta. As far as Uyuni, the railway is more or less accompanied by a passable road. Below Oruro, a branch from this road deviates eastward through Potosi (with an offshoot to Sucre) and Tarija to Villazon.

Oruro, built on the slopes of a hill at an altitude of 12,100 feet, can be reached from La Paz (130 miles) by express train in eight hours. The population, mostly Indian, is 50,000. The town is important as a railway centre and for its tin, silver, wolfram and

copper workings, but there is nothing to interest the tourist.

Hotels: Eden; Repostero.

Cables: All America Cables and Radio, Inc., Calle Adolfo Mier 581.

From Machacamarca, a short distance south of Oruro, a private branch line runs to Uncia (60 miles), and the Patino tin mines.

From Oruro a branch line runs eastwards to Cochabamba (127) Trains, which connect with the international trains to and from Buenos Aires and Antofagasta, take about eight hours. As the line cuts across the Puna, through wild scenery, it reaches a height of 13,575 feet at Cuesta Colorada before it begins to descend to the fertile basin in which Cochabamba lies.

Cochabamba, Bolivia's second largest city, has a population of 80,000. The altitude is only 8,000 feet, the average temperature It is by far the most agreeable city in Bolivia to live in, so far as climate goes. The Cochabamba basin, dotted with several small townships, is the greatest grain and fruit producing area in Bolivia. Quillacollo is the most interesting of these little towns. There is also Vinto, near which is the country mansion of Simón Patino, the tin king. Permission to visit it is sometimes given. A railway line runs from Cochabamba through the Punata Valley as far as Arani (37 miles). Cochabamba itself is a pleasant town, with fine buildings, but has little to offer the tourist. It is the hub of the internal air services. A paved highway is being built to Santa Cruz; it is expected it will be finished by 1955.

Bus Services: There are four routes in the town.

Hotels: Grand Hotel Cochabamba, beautifully situated on the outskirts of the town. Hotels Bolivar, Ambassador, and Colon, in the town.

South of Oruro the railway skirts Lake Poopo, over 55 miles long and 30 wide. Near the line is the totally unprepossessing hamlet of Huari, but once a year, for the fortnight after Easter week, this little place holds a famous fair. The participants are of that "contrasted commercial system" spoken of earlier: coming from far places, including the Argentina pampa, by mule and llama trail.

From the junction of **Rio Mulatos** a branch line runs eastwards to Potosí (108 miles) and Sucre. It takes 9½ hours to Potosí along one of the highest metre gauge railways in the world. The track, a difficult engineering feat, reaches the height of 15,705 feet at Condor: the second highest point in the world's railway lines.

Potosí, with a population of 40,000, stands at 13,340 feet; higher than La Paz, that is. The climate is often bitterly cold there is a range of temperature of from 3 to 45° on most winter days. It was founded by the Spaniards on April 10, 1545, after they had discovered Cerro Rico, the hill at whose foot it stands. Immense amounts of silver were once extracted from this hill. Early in the 17th century Potosí had a population of 150,000, but two centuries later, as its lodes began to deteriorate and silver had been found in Peru and Mexico, Potosí became little more than a ghost town. It is the demand for tin—a metal the Spaniards ignored—which has lifted the town to comparative prosperity again.

Parts of Potosí are still colonial, with twisting, narrow streets and an occasional great mansion with its coat of arms over the doorways. Some of the best buildings are grouped round the Plaza 10 de Noviembre, the main square. The old Cabildo and the Royal Treasury—Las Cajas Reales—are both here, but perverted to other uses. The Cathedral faces the square, and near-by is the Mint—the Casa de Moneda (1572)—which is very well worth seeing. Most of the thirty churches are good examples of Renaissance or

Romanesque building.

Sucre, the legal capital of Bolivia, is reached from Potosí (105 miles) either by railway or by road. The altitude is 8,532 feet, and the climate is mild (mean temperature, 61° Fahr., but sometimes 75 in November-December and 45 in June). The population is about 32,000.

Sucre was founded in 1538. Its long isolation in the mountains—the railway from Potosi has not been built long—has helped the city to maintain a certain courtly charm. Four streams crossing the town are pleasantly bridged, and public buildings are impressive. Amongst these are the Legislative Palace, where the country's Declaration of Independence was signed; the modern Santo Domingo (Palace of Justice), the seat of Bolivia's judiciary; the modern Government Palace; the beautiful 17th century Cathedral; the Consistorial building; and Junin College. Sucre University was founded in 1624.

Hotels: Colon: Londres.

The railway line south from Rio Mulatos goes through Uyuni (12,000 ft.), the junction for the line to Antofagasta. It lies bitterly cold and unprotected on the plain at the edge of salt marshes. Its 5,000 inhabitants are mostly Indian. Its market is the only interest. A private railway which ascends to 13,700 feet through magnificent views runs to (20 miles) Pulacayo, which has one of the largest and most profitable silver mines—Huanchaca—in the world.

A 125 miles south of Uyuni is **Tupiza** (9,800 ft.), a centre of the silver, tin, lead, and bismuth mining industries. From **Villazon**, on the border with Argentina, a road made during the war runs 85 miles north-east to **Tarija**, with a population of 20,000. Tarija (6,300 ft.), is one of the oldest settlements in Bolivia, standing in a rich basin which could, with better communications, provide great stores of food to the towns. Its grapes are excellent, and a wide variety of fruit is grown. The cathedral and the church of San

Francisco are very lovely.

The only other town of note in Bolivia is Santa Cruz, lying in the vast and mostly undeveloped sierras east of the Eastern Cordillera. It is 192 miles east of Cochabamba on an old trade route to Argentina and Paraguay. The altitude is only 1,420 ft.; and the climate hot. Its road communications with the west are shockingly poor, but two railways which will end its isolation are now being built towards it: the first from Yacuiba, the terminus of the Argentine railway system on the Argentine frontier; and the other (406 miles) from the Brazilian port of Corumbá, on the Paraguay River; the latter was officially opened in January, 1954. To-day, the town is best reached by air. There are about 30,000 inhabitants.

A new paved highway is now being built, under Import-Export Bank sponsorship, between Santa Cruz and Cochabamba. It is partly paved at both ends already. Its completion will open up the

agricultural area of Santa Cruz to the consuming centres.

Hotel: Continental; or the airport hotel for a short stay.

ECONOMY.

Mining is everything in Bolivia's economy. Agriculture counts for little. In 1952, mineral exports were valued at U.S.\$137,313,000,

or 98.1 per cent. by value of the total exports.

Tin mining is easily the most important. Bolivia is the second tin-producing country in the world, following upon Malaya. Most of it is found in the western parts of the Eastern Cordillera. The great tin mining districts are Uncia, Potosí, Oruro, and La Paz. The three chief mines are the Llallagua (Patino group, mining 43 per cent. of the whole); the Cerro de Potosí (Hochschild group, 25 per cent.); and Animas (Aramayo group, 6 per cent.). Small operators account for 26 per cent. of the tin produced. Loades are found at altitudes of from 11,000 to 16,000 feet, generally in small veins running through various rock formations. The ores are of comparatively low grade and of a complex chemical structure. A small smelter has operated fitfully at Oruro since 1936, but tin is mostly exported in the form of barilla for smelting to the United States and Britain. Tin normally accounts for 80 per cent. of the mineral exports, by value; it was 63 per cent. in 1952.

The Patino, Hochschild, and Aramayo concerns were nationalised in 1952.

Lead is the next most valuable. It is mined mostly in the Potosí district. Silver is associated with lead in some of the mines. Copper comes mainly from Corocoro, where "natural" copper, or very rich ores of it, are found. Antimony and wolfram are abundant and the sulphides of antimony in many instances bear a proportion of gold. Tungsten occurs as ordinary wolframite, and also in association with other valuable minerals. Zinc in the form of sulphides containing a proportion of silver is found especially at Potosí, in the Pulcayo-Huancha district. Gold occurs in the sands of several rivers. Unprofitable attempts have been made to mine it in the Muñecas Province, near Tupiza, and in the Acre district of the north. Silver is obtained at Potosí, where it has been worked since the 16th century, and is now being extracted at Oruro from the tailings left by past generations.

Petroleum production is still small from the wells at Sanandita and Bermejo, near the Argentine frontier east of the mountains; and from Camiri, further north in the same area. Production in 1952 was 83.6 million litres, about half the national consumption. The only important flow is at Camiri, from which pipe lines take oil to Cochabamba and Sucre, where there are refineries. About 83 per cent. of the crude oil is refined in Bolivia, and the rest exported.

All oil wells and refineries are owned by the Government controlled Yacimientos Petroliferos Fiscales Bolivianos, but the Y.P.F.B. has now been permitted to enter into contracts with mixed oil companies for the exploration and exploitation of certain zones.

Two main mining problems are labour and transport. Because of the great distance between the capital and the refineries, it is still cheaper to run cars at La Paz on foreign petrol.

The following table gives the mineral exports, in kilos, for 1951

and 1952, and their value in U.S. dollars.

		1951		1952		
		Kilos	U.S.\$	Kilos	U.S.\$	
Tin	 	33,664,113	93,365,625	32,463,453	84,764,779	
Lead	 	30,551,560	11,787,308	30,004,916	11,353,042	
Zinc	 	30,535,272	12,122,685	35,618,679	13,152,080	
Antimony	 	11,816,385	7,498,107	9,810,544	4,228,732	
Wolfram	 	1,631,082	11,348,488	2,224,338	14,220,690	
Copper	 	4,846,116	2,734,380	4,703,123	2,918,792	
Silver	 	222,934	6,310,570	220,011	6,204,320	
Gold	 	40	44.679	281	288,000	

Agriculture: Only about 451,000 acres are under cultivation; the most primitive methods are used, although mechanised farming is making rapid progress and much machinery has been imported. But Bolivia does not as yet grow nearly enough food for herself. La Paz and the towns of the Altiplano consume imported wheat, Brazilian rice and Peruvian sugar, though Bolivia could very well grow all she needs in the valleys of the Puna and the eastern lowlands if she had the means to convey it through the intervening Cordillera. A determined attempt is now being made to integrate the food consuming towns and the potential food producing lands: a road is being built between Santa Cruz and Cochabamba. One form of

195

transport linking the two areas—the aeroplane—has already reduced

the imports of meat from the Argentine.

Most of the big estates are still worked on a feudal system: the Indian labours three or four days a week for his landlord in exchange for a small-holding. But this pattern may be changing. Many large haciendas in the Valley of Cochabamba have been split up and sold outright to the Indians who previously worked as peones. These small farmers now cultivate their own land, in addition to hiring their services to other and larger farmers. Outside the large estates the land is tilled by Indian communities co-operatively.

About 4,000 m. tons of sugar is grown in the torrid valleys, but Bolivia consumes 40,000. Coffee of high quality is grown in the Yungas, and an attempt is now being made to grow more by insisting that 8 hectares out of every 50 granted to colonists must be planted to coffee. Cacao is grown, mainly in the Yungas. About 16,000 m. tons of rice is grown at Santa Cruz, but Bolivia imports another 11,000 m. tons a year. The growing and drying of coca leaves for sale to the Indian of the Altiplano is the most lucrative industry in the Yungas. The La Paz Yungas alone produce some 3,700 m. tons a year. There are small exports of coca. About 90,000 lb., of cotton is produced: the two large textile mills at La Paz consume 2,000 m. tons a year. Tobacco and vanila are grown for domestic use, and there is some wine. Some sunflower seed is harvested for the edible oil factory at Cochabamba.

Forests: Rubber, once an important forest product, has almost disappeared from the export list; so has quinine bark from the affluents of the Río Bení. Most of the timber used in Bolivia for building is imported, though she has large forests of her own, but no railway taps them, and many of the native hardwoods are too heavy to be floated down the rivers. The forests of the Amazonian region are so dense and tangled that they are difficult to penetrate.

Livestock: The latest estimate shows 2,487,912 cattle, 4,014,316 sheep, 1,197,000 goats, 1,882,000 llamas and alpacas, 398,000 pigs,

390,000 horses, 264,000 mules, and 160,000 donkeys.

Some quarter-million wild cattle range the plains of the east, the descendants, apparently, of Spanish cattle escaped from La Plata. Trinidad is the only important cattle market. There are small flocks of ill-kept sheep on the Altiplano (dried and salted mutton or chalona is considered a great delicacy). Llamas serve as pack animals and are sheared at intervals of two to five years yielding about five pounds per head of wool. They carry hundredweight loads 12 to 14 miles a day. The valuable wool-bearing alpaca belongs to the same group as the llama, but its legs are shorter. There are numbers around Lake Titicaca and in the Province of Carangas, Oruro Department. The centres of the alpaca wool trade are Charana, on the Arica-La Paz railway, and Puerto Acosta, on Lake Titicaca, but the export of vicuna wool is now forbidden.

The Fur Trade: The principal fur-bearing animals in Bolivia are the vicuna, chinchilla, and red fox. The vicuna, a wild member of the family to which the llama and alpaca belong, is found on the bleak pampas of the Altiplano, though in diminishing numbers. Hunting it is now forbidden. It is smaller than either the llama or

alpaca and has a fine, silky wool of a tawny colour. Indians use its skin to make "colchas" or rugs. Uyuni is the largest market for this and other furs. Export of its fleece and skin is forbidden.

The chinchilla and its smaller version, the chinchillon, are found in numbers in the Western Cordillera, particularly in the region of Mount Tatsabaya, in the province of Carangas. Skins of the red

fox, found in many parts of Bolivia, are sold in La Paz.

INDUSTRIAL DEVELOPMENT.

Bolivian industry is slowly emerging from the handicraft stage to machine manufacture, but is still in its infancy. Bolivia has no cheap fuel: it has no coal, no iron and steel, little skilled labour, and its very small internal market makes no great demand upon its industry. If transport were improved, national petroleum would become readily available as fuel. As things stand, industry is mainly dependent upon hydro-electric energy, whose potential is put at 3.6 million kws. Little of this has been developed: some 32,802 kws, is reported available at La Paz (which has 40 per cent. of the manufacturing plants), Punata, Cochabamba, Potosí, and Sucre. Total electric power produced in 1952 was 198,779 k.w.h.'s.

There are two cotton mills at La Paz turning out some 10.8 million metres of textiles a year. There are also, at La Paz, two fairly large woollen mills. Ten weaving and knitting factories use

imported rayon yarn, alone or in mixtures.

À cement plant at Viacha, near La Paz, turns out 38,126 m. tons a year. Other products include flour, soap and candles, leather goods, paper and paper boxes, furniture, alcohol, beer, mineral waters, mosaics, glass, candy, and macaroni. Matches are a state monopoly. The edible oil industry turns out some 500 tons a year from Brazil nuts, peanuts, and sunflower seeds. Production in each case is small and aims only at satisfying the internal market. The Government is "protecting" industry.

The principal imports into Bolivia are sugar, cattle, wheat, flour, coal, cotton, rice, iron and steel products, mining machinery, vehicles and textiles. Manufactured articles (excluding manufactured

foodstuffs) represent about half of the total imports.

~~		IMP	ORTS	AND	EXPORTS		
YEAR.					IMPORTS.		EXPORTS.
					_U.S.\$		U.S.\$
1949					78,359,434	1.4	102,958,254
1950					55,842,650		94,072,364
1951	* *		1.0		85,837,552		150,645,973
1952					92,620,425		142,106,879

The apparent favourable trade balance is much reduced by converting these "nominal" figures into "real values" by adding 20 per cent, to the imports and deducting 25 per cent. from the exports.

PUBLIC DEBT.

PUBLIC (Dec. 31, 1952).

Bs. 3,584,950,877

Bs. 5,357,404,746 External Debt. Internal Debt.

INFORMATION FOR VISITORS.

How to reach Bolivia:

From Britain: By AIR: By B.O.A.C. from England to Mai-

quetia (Venezuela); from Maiquetia to Lima by Linea Aeropostal Venezolana or ANDES; from Lima to La Paz by either PANAGRA

or BRANIFF.

By Sea and Air: The Royal Mail Lines and Lamport & Holt Line to Rio de Janeiro, and on to La Paz by Braniff or Panair do Brasil. By the same shipping lines to Buenos Aires and on to La Paz by (a) air: Panagra or Braniff, or Aerolineas Argentinas, or (b) by rail. There is also a weekly air service (Tuesday) from Ezeirza Airport (just outside Beunos Aires), to Santa Cruz, and another (Saturday) to Cordoba and Salta, connecting with LAB's service to La Paz.

BY SEA AND RAILWAY: By Pacific Steam Navigation Company to Mollendo (Peru), or Arica (Chile), or Antofagasta (Chile), and on to La Paz by rail.

From the United States: By AIR: PANAGRA or BRANIFF

air lines.

BY SEA AND RAIL: By Grace Line to Mollendo, Arica or Anto-

fagasta, and on to La Paz by rail.

NOTE: It is possible to reach Bolivia from the Atlantic Ocean by steamers from Para up the Amazon and Madeira rivers and over the Madeira-Mamore railway to Guayaramerin, its terminus (2,152 miles). This place is connected by air to the towns of Bolivia.

Railways from the Coast:

(1) By the Southern Railway of Peru from Mollendo (Peru) via Arequipa to Puno, on Lake Titicaca; by lake steamer to Guaqui (Bolivia), and on by the Guaqui-La Paz Railway, 61 miles. The rail mileage is 394; the lake crossing is 112 miles. There is a baggage allowance of 155 lb. Time taken; 46 hours. Sufferers from stroche, or height sickness, rest at Arequipa.

That part of the route which lies in Peru is described elsewhere. Lake Titicaca is the highest navigable water in the world. It is crossed by steamers built in England and carried up in sections from the coast. The state rooms are comfortable, but the crossing is cold.

From Guaqui to El Alto the railway follows the broad plateau on an almost even gradient, rising only about 1,000 ft. to El Alto. Here the steam engine is exchanged for a powerful electric motor, and it is only after the precipitous descent has begun that La Paz comes into view, nearly 1,200 ft. below. By a series of circles and loops over a distance of only 5 miles, the train is brought to the edge of the city.

(2) Arica-La Paz International Railway, 276 miles; 19 hours. The line from Arica skirts the coast for 6 miles and passes into the Lluta Valley, whose vegetation is in striking contrast with the

barrenness of the surrounding hills.

From Kilometre 70 there is a sharp rise of 7,357 ft., in 26 miles. The line is racked for 30 miles, and the Andean massif has been cut through and tunnelled in many places. At Puquios Station, Kilometre 112, the plateau is reached. The altitude here is 13,577 ft. The line runs along the plateau, interrupted only by the Huaylas quebrada, to the bottom of which it descends to rise again rapidly to plateau level. In the distance can be seen the snowcapped heights of Tacora, Putre, Sajama and their fellows. At Kilometre 155 (altitude 13,276 ft.), are the famous sulphur deposits. The greatest

altitude is reached at General Lagos (13,930 ft.). The frontier station of Visviri is at Kilometre 205, with a custom house. Beyond,

the train enters Bolivia and the station of Charana.

In the Bolivian section the line skirts the Mauri, Desaguadero, and Colorado Rivers, and leads via Corocoro, the copper mining town, to Viacha, the junction of the several railways running to Antofagasta, Mollendo, and Arica. The mountain peaks visible include Illimani, Sorata, Huayna-Potosí, Mururata, and many others.

An hour and a half later the train reaches La Paz, at the bottom of a gigantic amphitheatre formed by the surrounding mountains.

(3) Antofagasta-La Paz, by Antofagasta & Bolivian Railway, 729 miles; 48 hours. This, the most southern of the three railway lines connecting La Paz with the Pacific coast, passes through magnificent scenery. As the passenger "climbs over the huge Pacific shelf, where no rain falls and nothing grows, among dead volcanoes and livid lake beds . . . he cannot help thinking that he is being transported across the deserts of the moon."

The line starts at Antofagasta (590 miles north of Valparaiso), a port well served by ocean steamers. The railway is of metre gauge, its coaches are roomy and smooth running, and the journey is per-

formed without change of carriage.

The line reaches an altitude of 13,000 ft. in 223 miles, and negotiates gradients as steep as one in thirty. It crosses the principal Chilian nitrate district in the Atacama Desert (between El Buitre and Sierra Gorda stations). At Calama (149 miles) there is a large and fertile oasis. Standing 7,400 ft. above the sea, it is a useful point at which to stay for a day or two in order to accustom oneself to the mountain air before going higher. The line crosses another wide desert before it reaches another oasis at (197 miles) San Pedro. Large reservoirs here supply fresh snow water to the nitrate fields and ports. Near this point the line skirts the base of the two volcanoes San Pedro (still smoking) and San Pablo.

The summit is reached at Ascotán (13,000 ft.), and the line descends to 12,256 ft. at Cebollar, where it skirts a great borax lake, 24 miles long. The Bolivian frontier is crossed a short distance beyond (276 miles) Ollagüe station. For the next 108 miles to Uyuni the

line maintains an almost uniform level of 12,000 ft.

Uyuni is the junction with the Bolivia Railway Company's branch line of 56 miles to Atocha. From Atocha there is rail access, via Villazón on the Argentine border, to Buenos Aires, a route suffering

no interruption from snowstorms.

From Rio Mulatos (446 miles) a branch line runs to Potosí and Sucre. Near Huari (498 miles) Lake Poopo comes into sight. From Oruro (575 miles) the journey is continued over the leased line of the Bolivia Railway. The scenery in this section ceases to be uninteresting near Viacha. The majestic Illimani comes into view; the Alto station is reached with its fascinating view of La Paz in the basin of the hills.

(4) Buenos Aires-La Paz: This railway journey of about 1,500 miles takes 78 hours. Trains leave twice a week from both La Paz and Buenos Aires. The route gives a view of immensely varied scenery; north-bound the plains of the pampa are succeeded by the sugar fields of Tucumán with the mountains in their rear. The line ascending to

the frontier through bare hillsides clad with cacti, passes to the high plateau with vistas of distant peaks and occasional fertile valleys. Rugged crags and precipices are skirted, flocks of llamas are seen, and the ever-varying colours of a journey across the roof of the world are succeeded by the brilliance of the descent into La Paz.

Documents: Foreigners may enter Bolivia (a), to settle permanently, in which case the authorization of the Ministry of Immigration, obtained through a Consul, is indispensable; (b) in transit, with a maximum stay of 30 days; (c) for a specific purpose, in which case the visit is controlled by the Ministry of Immigration; (d) as tourists, to travel through the country for pleasure, ninety days to

begin with, but with possibilities of extension.

Applicants for a visa at a Bolivian Consulate must fill the form of application in triplicate and present the Consulate with the following documents: (a) a health certificate, only necessary for an immigrant; (b) unexpired passport and four extra photographs, two front and two profile; (c) a vaccination (small-pox) certificate; (d) a letter from the traveller's firm certifying that he is visiting Bolivia temporarily on business; (e) proof that the applicant (if an immigrant), has exercised a profession of lawful calling during the last five years. In the case of tourists a letter from a shipping company certifying that the traveller is visiting Bolivia as a tourist is necessary.

All foreigners entering Bolivia must present passport and documents to the police within 48 hours of arrival, and in La Paz at the Ministry of Immigration also. A fine of 20 bolivianos is imposed for each day's delay. On presentation of four photographs and a special stamp obtained at the Bureau of Internal Revenue in Bolivia, the

police issue a Certificate of Identity.

Tourists must apply for extension of stay in good time and mention the regions which they propose to visit. Visitors must get an exit visa before leaving the country.

It is strictly forbidden to take either matches or automatic lighters

into Bolivia

Visitors who have typewriters, cameras or similar articles should have them registered by the Customs on entry and obtain a receipt to ensure that they can be taken out of the country again without payment.

Commercial Travellers: must report to the Customs to comply with formalities of identification and for the examination and listing, on a special form, of the samples carried. They are advised to read "Hints to Business Men visiting Bolivia," which can be obtained free on application to the Commercial Relations & Exports Department, Board of Trade, Horse Guards Avenue, London, S.W.I.

The best time for a visit is May to November, the dry season. May, June, and July are the coldest months.

Climate: There are four distinct climatic zones: (1) The tropical departments of Santa Cruz and Beni, drained by the Amazon; altitude between 500 and 2,500 feet; average temperature, 85° F. (2) The Yungas, or low valleys, north of La Paz and Cochabamba, among the spurs of the Cordillera; altitude, 2,500 to 5,000 feet; average temperature, 75° F. (3) The Valles, or high valleys and basins gouged out by the rivers of the Puna; average temperature,

66° F. (4) The Puna, and Altiplano; average temperature, 50° F. Little rain falls upon the western plateaux between May and November, but the rest of the year is wet. There is rain at all seasons in the eastern part of the country, and heavy rains from November to March.

Clothing suitable for Great Britain should be worn by those visiting the Altiplano and the Puna, where it is particularly cold at

night. The climate in the Eastern Lowlands is tropical.

Health: Visitors to La Paz and the higher towns should take things quietly until they are acclimatised to the altitude. Eating and drinking should be moderate immediately after arrival. The general symptoms of siroche, or height sickness, are breathlessness, and perhaps palpitation.

Water, if drunk, should be filtered. Mineral waters are available.

Cost of Living: The cost of living index for La Paz (1936)= 100, was 4,932 for May, 1953. Clothing and fuel stand particularly high.

Hotels: Apart from the hotels listed under La Paz and Cocha-

bamba, most hotels in Bolivia are inclined to be primitive.

Language: The educated classes speak Spanish, the Indians either Aymara or Quechua.

Currency: The Unit of currency is the Boliviano; the official rate of exchange, applicable to all imports and exports, is Bs.190 to the dollar; the free market rate was about 700 in November, 1953.

Besides a few nickel coins there are bank notes in denominations of 1, 5, 10, 20, 50, 100, 500, 1,000, 5,000 and 10,000 bolivianos. Copper coins of 1, 5, and 10 bolivianos are now in circulation.

Measures: The metric system is compulsory, but these Spanish measures are used, chiefly in the retail trade:-

Lineal.—I vara=3 pies=36 pulgadas=32.92 in.

Capacity.—Dry: 1 arroba=6.70 gallons. Liquid: 1 gallon=0.74 gallon. Weight.—I libra = 16 onzas = 1.0147 lb. 1 arroba = 25 libras = 25.36 lb. 1 quintal = 100 libras = 101.47 lb.

Mails: The rates for air mail and surface mail from Britain are given on page 28. A direct telephone service is available from the U.K. to Bolivia between 1 p.m., and 7 p.m. daily. The minimum charge is f, 3. 15s. for a 3-minute call.

Internally, all the towns and villages are connected by post, telegraph and telephone. An automatic telephone system is working

at La Paz and Oruro.

Cable services are given under the towns where they are available. Hours of Business are normally from 9 a.m. to 12 noon, and from 2 p.m. to 6 p.m.

The Press: La Paz has the daily papers "Ultima Hora," "La Nación," and "El Diario." Other leading papers are published at Sucre, Cochabamba, Oruro, and Potosí.

Internal Air Services: PANAGRA has services between the larger towns, like Oruro, Cochabamba and Santa Cruz. The national line, Lloyd Aereo Boliviano, covers most of the country. It has even a service from Cochabamba, its headquarters, to the almost empty lowlands of the north east to Trinidad, Riberalta, and Cobija, with a branch line from Riberalta to the terminus of the Madeira-Mamore railway at Guayaramerin. Its service from Cochabamba to

20I

Santa Cruz and Puerto Suarez connects, across the river at Corumbá (Brazil), with the Panair do Brazil to São Paulo and Rio de Janeiro.

Roads and Railways: These are given in the text. For the most part the roads can only be used during the dry season.

PUBLIC HOLIDAYS.

January. I.—New Year's Day.
Carnival Week.—Monday, Shrove Tuesday, Ash Wednesday.
Holy Week.—Thursday, Friday and Saturday.
May I.—Labour Day.
May 25.—Sucre Municipal Holiday.
July 16.—La Paz Municipal Holiday.
August 5, 6, and 7.—National Festival.
October 12.—Fiesta de la Raza.
Christmas Day.
Many Roman Catholic Church festivals are observed.

British and U.S. Representatives in Bolivia: There are British and American Embassies and Consulates at La Paz. The British Commercial Secretary's offices and the Chancery are at Avenida 16 de Julio, No. 217, La Paz. The British Ambassador is John Garnett Lomax, C.M.G., M.B.E., M.C.

There are British Consuls at Sucre and Cochabamba, and a Vice-

Consul at Oruro.

Bolivian Representatives in Great Britain: There is a Bolivian Embassy at 1a Grosvenor Gardens, London, S.W.I. The

Ambassador is Sr. Justo Rodas Eguino.

There is a Consulate-General in London (1a Grosvenor Gardens, S.W.I.); a Consul at Liverpool (320 Tower Buildings); Consular Offices at Birmingham (27 Augustus Road, Edgbaston); at Hull; and at Cardiff.

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	DAGE			
THE LAND	 PAGE 205	Towns of São Paulo .		PAGE 327
CLIMATE	 209	SOUTHERN BRAZIL .		337
SETTLEMENT	 211	PORTO ALEGRE		345
THE PEOPLE	 219	THE NORTH EAST .		351
Communications	 223	SALVADOR		355
GOVERNMENT	 227	RECIFE	٠	359
HISTORY OF BRAZIL	 231	NORTHERN BRAZIL .		364
RIO DE JANEIRO	 237	UP THE AMAZON .		365
Minas Gerais	 281	BRAZILIAN ECONOMY .		370
STATE OF SÃO PAULO	 293	Information for Visito	RS	383
SÃO PAULO CITY	 307	MAPS 239, 2	41,	329

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BRAZIL.

BRAZIL, or, to give it its proper title, the United States of Brazil, is the fourth largest country in the world. It is larger than the United States of America, larger than Australia. Its 3,289,440 square miles is a seventh of the world's land surface and nearly half that of the South American sub-continent. For neighbours it has all the South American republics save Chile and Ecuador. Distances are enormous: 2,327 miles from north to south, 2,321 miles from east to west, and an Atlantic coast line of 4,579 miles. It holds half the population of South America.

The Land: Brazil's topography varies greatly, but may be divided roughly into four main zones: the Amazon Basin, a vast lowland drained by the world's largest river and its tributaries; the La Plata River Basin; the Guiana Highlands, north of the Amazon; and the Brazilian Highlands south of the Amazon. The two great river basins account for about three-fifths of the total area.

The Amazon Basin, in northern and western Brazil, takes up more than a third of the whole country. Some of this basin is plain, broadly based on the Andes and funnelling narrowly to the sea; most of the drained area has an elevation of less than 800 feet. The rainfall is heavy, for the winds from the north-east and south-east lose their moisture as they approach the Andes. Some few places receive from 150 to 200 inches a year, though over most of the area it is no more than from 60 to 100 inches. Much of the basin suffers from annual floods. The region is covered by evergreen forest, with little undergrowth except along the streams. The climate is hot and the humidity high throughout the year.

The La Plata Basin, in the Southern part of Brazil, has a more varied surface and is less heavily forested than the Amazon Basin. The land is higher and the climate cooler.

Most of the Brazilian territory is in fact Highland, and awkwardly placed highland at that, in terms of communication with the sea. The Guiana Highlands, north of the Amazon, are partly forested, partly hot stony desert. Those which face the north-west winds get heavy rainfall, but the southern slopes are arid. The rainfall, which comes during the hot season, is about 50 inches a year. The summers are hot and the winters cool.

BRAZIL

An Interim Assessment

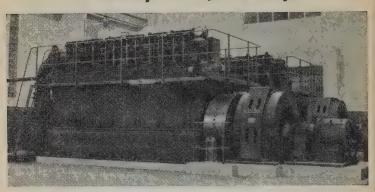
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The Brazilian Highlands lying between the Amazon and the La Plata Basin form a tableland of from 1,000 to 3,000 feet high, but here and there, mostly in South-Eastern Brazil, mountain ranges rise from it. The highest peak in Brazil, the Pico da Bandeira,

north-east of the Capital, is 9,482 feet.

For the most part the Highlands cascade sharply to the sea. It is only north of Salvador that there is any appreciable cultivable land between the Highland and the Atlantic; south of Salvador as far as Porto Alegre the coast rises steeply to a protective bastion: the Great Escarpment. In only two places is this Escarpment nicked by deeply cut river beds—where the Río Doce and the Río Paraíba find their outlets; and only in two places, between Santos and São Paulo and between Paranaguá and Curitiba does the land rise in a single slope making for comparatively easy communication with the interior. Along most of its course, the Great Escarpment falls to the sea in parallel steps, each step separated by the trough of a valley.

The few rivers born on the Escarpment which flow direct into the Atlantic do so precipitously and are not navigable. Most of them flow deep into the interior. Those in southern Brazil spring almost within sight of the sea, run through the vast interior first northeastwards to join the Paraná, and then southwards to its exit as the River Plate. In the central area the Escarpment rivers flow away from the sea to join the São Francisco river, which flows northwards parallel to the coast for 1,800 miles to tumble over the Paulo Afonso

Falls on its eastward course to the Atlantic.

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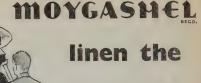
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BAHIA. Rua Torquato Bahia 8. Tel. Ad.: "Douro, P.O. Box 114." Codes used: Ribeiro, Lieber's 5-Letter, Bentley's, A.B.C. (5th and 6th editions), Peterson, International Banking, Borges, and Mascotte.

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RIO DE JANEIRO. Praco Pio X-98-5° P.O. Box 795. Tel. Ad.: "Riodouro, Rio de Janeiro."

PERNAMBUCO. Rua do Apolo No. 53/59 Tel. Ad.: "Recidouro, Recife." P.O. Box 19.



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MOYGASHEL
PURE CREASE-RESISTING LINENS

BRAZIL. 209

land mass. This denies to most of Brazil the natural valley outflows and lines of travel from the interior to the sea. Of all the rivers of Brazil, the Amazon alone is directly navigable for a great distance

inland; the rest are interrupted by falls and rapids

Climate: The Brazilian climate is not within the category which elicits the maximum of human energy, but (contrary to popular belief) it is in no way excessive. The average annual temperature increases steadily from south to north, and the difference in temperature between the coldest and warmest month decreases. But even on the Equator, in the Amazon Basin, the average temperature is not more than 81°, and the highest recorded has not been more than 97°. Ten degrees more have been recorded in the dry north-eastern states. From the latitude of Recife south to Río de Janeiro, the mean temperature is from 74° to 80° along the coast, and from 64° to 70° in the Highlands, where it is always cooler. From a few degrees south of the Capital to the boundary with Uruguay the mean temperature is from 62° to 66°.

But humidity plays as large a part as temperature in the comfort of a climate, and humidity is relatively high in Brazil, particularly along the coast. It is 78 per cent. in Río de Janeiro: high enough

for discomfort when the wind falls.

It is only in rare cases that the rainfall can be described as either excessive or deficient: few places get more than 80 inches—the coast north of Belem, some of the Amazon Basin, and a small area of the Serra do Mar between Santos and São Paulo, where the downpour has been harnessed to generate electricity. The northeastern droughts are caused not by lack of rainfall, but by irregular

rainfall. The north-east is equally subject to floods.

Distribution of the Population: Brazil is rich in minerals; its climate, whilst not of the best, is not oppressive; it grows a variety of crops and plants for which there is a demand in overseas markets; as much as 90 per cent. of the land, though little of it is first class, can be put to human use. One would therefore expect, after 450 years of colonisation a very large population. This is not so. Brazil, considering its size and potentials, is very meagrely populated indeed, and cultivates no more than 5 per cent. of the land which can be cultivated.

At the census of 1950 the population was only 52,645,479, an average of 16 persons to the square mile. But this is a false picture, for over

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three-quarters of the population is concentrated within a hundred miles of the coast, and mainly in the south-east, in the three states of São Paulo, Minas Gerais, and Río Grande do Sul. Between one-half and three-quarters of the cultivation is in the same three states. Beyond the area of concentrated settlement there are vast parts of Brazil in which the density of the population is no more than from one to four persons to the square mile. These almost empty lands are known to the Brazilians as the sertões. (The singular is sertão, pronounced sair-tong, with the accent on the last syllable).

In these somewhat mysterious hinterlands of a country of thriving and highly industrialised cities, two of which have over a couple of million citizens each, lives a shifting and restless population of herdsmen and forest men. Occasionally they are grouped together in small country towns and come into contact with the settled agricultural areas at annual fairs. These are not, as was the case in North America, the pioneer advance guard of a wave of settlement; they are rather the forlorn remnants of continuous past thrusts from the coast in search of the fabled riches of the interior. Those who live in the Sertão are, in the main, almost pure Portuguese with a mixture of Indian blood, and their way of life, a strange compound of fierce independence, bigotry, courage and resource, has become stabilised over the centuries.

Settlement and Economic History: Preston E. James, in his book Latin America, finds little attachment to the land in Brazil. With one exception—the three southern states—he sees in the pattern of Brazilian economy a continuous desire for quick wealth, an ideal,

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as the Brazilian writer Hollandia puts it, "of collecting the fruit without planting the tree." This attitude developed from the traditions of the early Portuguese settlers; its distinguishing marks are swift opportunist changes from one speculative product to another according to world prices and a failure to cultivate intensively to reduce costs; the invariable result is that other parts of the world, after a time, are able to produce more cheaply and overtake Brazil's initial advantage. It is a picture of destructive, rather than of constructive exploitation, played against the curse of a great area and seemingly limitless opportunity, "the ever present possibility of moving on to new lands and of exploiting new resources . . . and the lack of any compelling reason for the intensification and stabilization of economic life in any one region."

A brief account of the settlement and of its ensuing economic history will make this clear.

Brazil was discovered for the Portuguese by Pedro Alves Cabral in 1500. The original inhabitants were the Tupi-Guarani Indians, whose males hunted and fished and left the tilling of the soil to their females. The first settlement was at Salvador de Bahía. wealthy settlers came mainly from northern Portugal, with its feudal traditions of great estates. For the first few years Portugal, then much concerned with the east, paid little attention to Brazil. But about 1507 a second colony was settled at São Vicente, near Santos, and in 1537 a third at Olinda, near Recife. The settlers at São Vicente, who made the first settlement in the Highlands at São Paulo in 1532, were unlike those at Salvador and Recife: they came from the poorer and more energetic south of Portugal. All of them "were attracted less by the prospect of earning their living by persistent toil than by opportunities of speculative profit." To do the work they impressed the native Indians, a large number of whom died from European diseases. They inter-married freely with them and, later, with the Negro slaves imported from Africa.

Sugar cane had been introduced at São Vicente in 1532, but it was the wealthy settlers of the north-east who had the necessary capital to exploit sugar cultivation and to buy Negro slaves to work it; the Indian, with his own tradition of leisure, was a disappointment as a labourer. Salvador and Recife had also the advantage over São Vicente in the matter of sugar of being a thousand miles nearer

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home; had better ports and easy access to the interior. During the latter half of the 16th and the whole of the 17th centuries, the states of Bahía, Pernambuco, and Paraíba, were the world's prime source

of sugar.

The settlers at São Paulo, galled by poverty and envious of the more fortunate north-east, sent out numerous expeditions into the blue in search of gold, which had already been found in small quantities in their own streams. These hardy bandeirantes pushed as far south as Colonia, opposite Buenos Aires, as far west as the Río Paraguay, and north into the area west of the sugar plantations of the north-east. In 1698 they found rich gold in the gravels of central Minas Gerais. More gold was found soon after in central Mato Grosso, and in 1725 in Goias. Diamonds were discovered in 1729

north of the goldfields of Minas Gerais.

There was a great gold and diamond rush in which the sugar planters participated. Sugar by that time was on the decline; there was competition from other countries; profits had fallen, and the Brazilians had made no attempt to lower cost by ploughing back profits: that was not in their nature or tradition. The gold boom started early in the 18th century, lasted a hundred years, and then petered out. Minas Gerais was transformed "from a wilderness into a well populated agricultural, pastoral, and mining region." It was as an outlet for this area that Río de Janeiro was developed. Some of the wealth went to create the extraordinarily beautiful town of Ouro Preto, to-day a somewhat depopulated national monument of superb building, painting and sculpture.

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Brazil was ready for the next speculation: coffee. Coffee planting began near Río de Janeiro and at many places round the coast as far as the Amazon, but by 1825 it had mainly been concentrated in the Paraíba valley, west of the Capital. From there it spread into São Paulo, where its cultivation attracted a large number of immigrants after 1850. Almost half the total production to-day comes from São Paulo state. The industry has been subjected to several booms and declines.

There have been many other typical Brazilian booms and recessions. The best known is the famous rubber boom in the Amazon valley. Foreign competition wiped it out after 1912. The production of cotton rose from 430,000 bales in 1930-31 to 2.7 million bales in 1943-44. Production of oranges rose from 2 million boxes in 1921 to 35.7 million boxes in 1939, and then declined. Cacao, and even maté tea have been the subject of booms. "In each case Brazil, after a period of feverish growth, was forced to yield to other sources of supply, where more intensive methods of production were applied. The result, in Brazil, has been a lack of stability of settlement." (Preston E. James).

The "boom" tradition still holds, but it is shifting from agriculture to industry. Agricultural products have accounted for 90 per cent. of Brazil's exports for some years; 68 per cent. of the people are rural; but Brazilians to-day resent the description of their country as essentially agricultural: they prefer to think of themselves as a rising industrial people. Industrial production has

doubled in five years.

One interesting aspect of the various "booms" is the large internal migration which has accompanied them: each product, as its popularity grows, has proved a magnet to the rest of Brazil. Of late years, in spite of its flourishing sugar plantations, the north-east has lost a very large number of workers to the industries of the southeast.

Immigration: Modern immigration did not begin with any force before 1850. Over five million have come in since, most of them during this century. About 1,150,000 Italians entered between 1884 and 1943. They make ideal colonists in Brazil. Nearly 35 per cent. of all immigrants have been Italian, 30 per cent. Portuguese, 12 per cent. Spaniards, and 3 per cent. German. There are 250,000 Japanese in Brazil. The Germans are mostly in Santa Catarina,

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Río Grande do Sul, and Paraná. It is interesting to see what a different tradition can do. The Germans (and the Italians and Poles and Slavs which followed them) did not in the main go as wage earners on the big estates, but as cultivators of their own small farms. Possibly because there is no speculative product in the region they occupy, the colonies in these three southern states have begun to expand, and without loss of population at the centre: a rare phenomenon in Latin America. Here at last is a settled agricultural population cultivating the soil intensively. In no other part of Brazil is this so. It is only by such methods and by such an expansion that the wastes of the sertão can be put to effective use.

The People: The Brazilian colonists inter-married freely with the Indians and the Negroes—those in the Recôncavo, at Salvador, were from the Sudan—but they never lost their language: it is Portuguese that is spoken to-day in Brazil. At first the new colony grew slowly. From 1580 to 1640 the population was only about 50,000 apart from the million or so indigenous Indians. By 1650 it was 70,000. In 1700 there were some 750,000 civilized beings in Brazil. Early in the 19th century Humboldt computed there were about 920,000 whites, 1,960,000 Negroes, and 1,120,000 Indians and mixed Indians and whites: after three centuries of occupation a total of only four millions, and over twice as many negroes as there

The immigrations of the 19th and 20th centuries changed the picture vastly. To-day, at a rough guess, the pure whites form about 61 per cent. of the population, mixed white and negro or Indian

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phone at par cent and Norman va non cent , the most are

about 21 per cent., and Negroes 15 per cent.; the rest are either aboriginal Indians or Asiatics. There are large regional variations in the distribution of the races: the whites predominate greatly in the south, which received the largest flood of European immigrants, and decrease more or less progressively towards the north.

The four censuses of the present century show the growth of the

population like this:

 1900
 ..
 17,318,558
 1940
 ..
 41,236,315

 1920
 ..
 30,635,606
 1950
 ..
 52,645,479

This table gives the census returns for 1940 and 1950. The capital of each state is given in brackets. (The population in 1953 was estimated at 55,772,154).

				Pop	oulation.
States.				1940	1950
Alagôas (Maceió)			 	957,621	1,106,454
Amazonas (Manaus)			 	449,077	530,920
Bahia (Salvador)			 200	3,907,086	4,900,419
Ceará (Fortaleza)			 	1,994,000	2,735,702
Espirito Santo (Vitória)			 	758,425	861,562
Federal District			 	1,781,567	2,377,451
Goias (Goiania)			 	882,865	1,234,740
Maranhão (S. Luiz)			 	1,246,813	1,600,396
Mato Grosso (Cuiabá)			 	427,629	528,451
Minas Gerais (Belo Hori	izonte)		 	6,797,219	7,839,792
Pará (Belém)			 	949,808	1,142,846
Paraíba (João Passoa)			 	1,424,457	1,730,784
Paraná (Curitiba)			 	1,243,838	2,149,509
Pernambuco (Recife)			 1.	2,674,683	3,430,630
Piauí (Terezina)			 47.0	832,250	1,064,438
Río de Janeiro (Niteroi)		4 .	 	1,861,727	2,326,201
Río Grande do Norte (N	Vatal)		 	774,503	983,572
Río Grande do Sul (Por	to Alegre)		3,336,632	4,213,316
Santa Catarina (Floriano	polis)		 	1,182,854	1,578,159
São Paulo (S. Paulo)			 	7,230,163	9,242,610
Sergipe (Aracajú)			 	400,000	644,361
Territories			 	81,326	210,207
	Total		 	40,836,488	52,645,479

Between 1940 and 1950 the population grew by over a million a year, and this was natural growth in the main and not due to immigration. The population in the cities is rising very rapidly: the ten largest cities now hold 13 per cent. of the whole population, and Brazil has 29 other towns with more than 100,000 inhabitants. One outstanding feature is disclosed, and that is a serious decline

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in those engaged in agriculture. To-day, 68.4 per cent. of the people

are rural; 31 per cent. are town dwellers.

It was estimated in 1920 that 75 per cent, were illiterate. The constitution of 1937 provided for obligatory and free education, and there has been a sustained campaign for literacy since. But the 1950 census showed that half of those over the age of five in the state of Río de Janeiro still could not read or write; the percentage rises

to 71 per cent. in some of the other states.

But there are important facts about a people which no census can reveal. One of these is that there is no bar or prejudice against the coloured peoples; there is no sentiment of race in Brazil. The result has been a plentiful crop of artists, scientists, and statesmen of pure negro or Indian blood or of mixed descent. Another is that the Brazilians are an exceptionally courteous and hospitable people, laced with a charming aristocracy to whom blood and tradition is of far more account than wealth. There is, as yet, no large middle class, though it is growing. Religion enters deeply into the communal life, and provides much of its colour in a variety of festivals. There is much local patriotism: a Brazilian has bonds with his state and often with his native town, as well as with his country.

Communications: Inadequate communications are a formidable handicap. Transport problems are those of a continent rather than of a country, yet 91 per cent. of the railways, 75 per cent. of the roads, 89 per cent. of the population and 95 per cent. of the cultivated land are contained in a coastal belt 300 miles wide.

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The railways, of which there are 22,926 miles—they were originally built to supply export markets—have divided this belt into economic "islands." Up to the present most of the traffic between them has been carried by sea. To join them effectively by rail means—besides 2,000 miles of new construction—the unifying of Brazil's five existing gauges. This sounds more alarming than in reality it is: 90 per cent. of the track is one metre gauge, 7 per cent. one metre sixty, and only 3 per cent., mostly of unimportant lines, is of less than one metre gauge. The Abbink report states that the railways "are desperately in need of reconstruction and re-equipment." Some of them have been or are being electrified. Others have adopted Diesel traction, but most Brazilian locomotives still burn wood, which must often be hauled long distances by motor lorries consuming imported petrol; the near-by forests have been depleted.

The first railway was opened near Río de Janeiro in 1853. The British built and owned most of the great lines opened since, but

they have now been sold to the Government.

Roads: Apart from the network in the industrial south-east the roads, of which there are 29,000 miles, are primitive. Less than a quarter are improved roads.

Both railways and roads are detailed under the towns which they

serve.

Air Services: The first commercial flight took place in Brazil in 1927. To-day, there are over 20 Brazilian air companies; they have services which connect most towns, even those in the remoter parts of the interior, with the Federal and state capitals. Because of the comparative lack of railways and roads and the great distances, the aeroplane has eased the traveller's lot more spectacularly in Brazil than in any other country. The bigger coastal cities are now linked "with the frequency of a suburban train service, and the limits of a vast country are reached at least once a week as punctually as one would expect to cross the Channel." There is almost as much traffic at São Paulo's main airport as at London's two main aerodromes; it clears nearly a million passengers a year.

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gated in 1934; a third in 1937; and a fourth in 1946.

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BRAZIL.

Executive power is vested in the President, who is elected by direct universal suffrage for a term of five years, and is ineligible for an immediately following second term. There is a Vice-President, and in the event of the Presidency becoming vacant he takes office until the end of the Presidential term.

The 1946 Constitution is much less restrictive than that of 1937 on the activities of deposit banks, insurance companies, public utilities and mining enterprises. It provides that workers are to share in the profits of the concerns which employ them, and are to

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Foreign Affairs Dr. Vicente Raó.
Interior and Justice Sr. Tancredo de Almeida Neves.

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Local Administration: Each Federal State is governed by a President who exercises the executive power, and by a Provincial Assembly which legislates on all matters affecting provincial administration and provides for State expenses and needs by levying taxes. It also legislates on civil and criminal affairs affecting its own territory.

Courts of Law: The Supreme Federal Court sitting at Río de Janeiro is composed of eleven judges nominated by the President subject to the approval of the Congress, and as many judges of lower courts as Congress may appoint. The appointments are for life. There are Divisional Courts throughout the various states; in each state there is a Federal Judge and municipal magistrates and justices of the peace who are elected for a term of four years. The Civil Courts are closed from February 1 to March 31. The Criminal Court is open the year round.

Capital punishment is allowed in cases of armed rebellion against the State, the subversion of political or social order by violent means, or through the help or subsidy of a foreign State or international political organisation. Criminal irresponsibility is recognised up to nine years of age, and power of discernment is presumed from that age until 14, when full responsibility begins. There is no divorce.



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History of Brazil: A brief history of Brazil's discovery, settlement, and economic progress has already been given. The first system of government adopted by the settlers was a kind of feudal principality-there were thirteen of them, but these were replaced in 1572 by a Viceroy. In the same year an experiment was tried of dividing the colony into two, north and south, with capitals at Salvador and Río de Janeiro, a division which corresponded in the main with the tendency of settlers from north Portugal to settle in northern Brazil, and those from southern Portugal in southern Brazil. It was not until 1763 that Río was finally made the sole capital. Even in the early days there was a tendency for this huge country to disintegrate, a tendency which continued until quite recent days to harass the central government.

In quite early days colonial society formed itself into a hierarchy—the white Peninsulars and the whites born in Brazil at the top, with the Mestiços or Mamelucos (the result of intermarriage with the Indian) and Mulattos (the result of intermarriage with the Negroes) well below. There was also the Cafuso, the half breed

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element resulting from the marriage between Negro and Indian.

The Colonial set-up, which lasted to the early years of the nine-teenth century, was complicated. The Indians, contrary to the law, were virtually slaves; the Negroes were actually slaves, though, on the whole, kindly treated. Some of the Negroes from the Sudan had brought with them a traditional knowledge of the working of metals which was well in advance of that of their masters. English travel books of the period show clearly how highly esteemed the Negro was as overseer on the big estates and in the foundries.

The economic structure was, in the main, that of huge estates run by slave labour, with an aristocratically-minded white element that played the absentee landlord and did no manual work. The Portuguese crown expected both a personal and a state revenue from its colony. This was raised partly by payment of a tenth of the produce from grants of land made to colonists, and partly by some forty kinds of taxes levied on the inhabitants. The judicial system was lax, and there was great corruption by sale of office. But in Brazil, unlike the Spanish Colonies, there was a saving laxity in tax collecting, in slavery, and in the general regimentation of the colonists.

With one exception, the bulk of the colonists, right up to the early 19th century, lived mostly along the coastal belt. The exception

were the Paulistas, who had thrust far into the interior.

Three hundred years of easy going Colonial life under the paternal eye of Portugal had ill-prepared the colonists for independent existence, but towards the end of the 18th century the infiltration of European thought and, between 1808 and 1824, the machinations of Napoleon in Europe, forced the colonists to decide whether they preferred tutelage or independence. When the troops of Napoleon caused the Portuguese Royal Family to sail in British ships to Brazil in 1808, the fate of the colony was decided. The Regent John returned to the mother country in 1821, leaving his son, the handsome young Pedro, in charge. The Portuguese Parliament (the Cortes) did not like this arrangement, and called on Pedro to return. The Creoles called upon Pedro to stay. On May 13 he assumed the title of "Perpetual Defender and Protector of Brazil," On September 7th, he was challenging Portugal with the cry "Independence or Death" by the Ipiranga River; on October 12, he was being proclaimed constitutional emperor of Brazil, and on December 1st, he was being crowned at Río de Janeiro. Brazil was an autonomous State.

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Dom Pedro the First had the bad luck to be faced by a secession movement in the north, to lose the Banda Oriental, annexed some time previously, and to get somewhat involved in his marital relations. In sum, he abdicated as the result of a military revolt in 1831, leaving his five-year-old son, Dom Pedro the Second, in the hands of a regent, as ruler. On July 23, 1840, the lad, though only 15, was proclaimed of age and the regency discontinued. And now began a golden time for Brazil, for Dom Pedro the Second, a liberal democrat at heart, was one of the wisest rulers this earth has known. He promoted education, vastly increased communications, encouraged agriculture, and stamped on corruption. It was under him, too, that immigrants began to fill the land. And it was he-no small title to fame—who brought down the tyrant Rosas at Buenos Aires by a sharp and well-conducted war. The war with the Dictator Lopez of Paraguay lasted longer, but led to the same salutary end. Above all, it was he who finally declared that he would rather lose his crown than allow slavery to continue in Brazil, and on May 13th, 1888, slavery was finally abolished.

There is little doubt but that it was this measure which, in fact, lost him his crown. Many plantation owners, who had been given no compensation, were ruined, and turned against the Emperor. On November 15, 1889, he and his family were banished. On November 17, he sailed for Europe. Two years later he died in a second-rate hotel in Paris, after steadfastly refusing a pension from the somewhat conscience-stricken revolutionaries. During the first centenary of Independence in 1922, the Imperial Family was

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Ling House, Dominion St., LONDON, E.C.2 ENGLAND allowed to return to Brazil, and the body of Dom Pedro was brought back and buried in the cathedral at Petropolis. Brazilians, essentially a tender-hearted people, heaved a sigh of relief at this reparation

done to the honour of a much-loved man.

The history of the "Old Republic" (1889-1930) was comparatively eventless, a time of expansion and comparative prosperity. It must not be forgotten that Brazil declared war on Gemany during both wars. But 1930 is a cardinal point in Brazilian history. A revolution, headed by Getulio Vargas, Governor of Río Grande do Sul, deposed the then president and Vargas assumed executive power as Dictator. He was Dictator of Brazil until October 1945, when he was forced to resign. He was elected President in 1950.

BRAZILIAN CITIES.

Rio de Janeiro, the Federal capital, is on the southern shore of a landlocked harbour 15 miles long and from 2 to 10 miles wide. The setting, with its superb colouring, is the most admired in the world. The city sweeps half a dozen miles along the broken waterfront of a narrow alluvial strip between the mountains and the sea. The rich green of the hillside contrasts with expanses of grey rock. The beauty of the panoramic tapestry woven by the rare combination of an aquamarine sea, studded with islands etched in white sand, waving palms and the tumbling green mountains which surround the city is matchless. The entry into Río Harbour, whether by day or night, is a spectacle not to be forgotten.

The best known of these rocky masses are the Pão de Açúcar (Sugar Loaf Mountain, 1,230 ft.), and Corcovado, a jagged peak rising 2,300 feet from amongst the houses of the city. There are other heights, including Tijuca, the tallest point in the foreground, and 30 miles away rise the weirdly shaped Organ Mountains with their five "Fingers of God." Sugar Loaf is actually the highest peak of a low chain of mountains on the fringe of the harbour. Nature with prodigious artistry has shaped these massive crags into a colossal reclining figure known as the "Sleeping Giant," and

Sugar Loaf represents his bent knee.

The city of Río de Janeiro is worthy of its splendid setting. The promenade facing the sea is five miles long. Many of the buildings

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are palatial; the city squares are of great beauty, with bronze statuary, fountains, and luxuriant greenery. These pleasances are beautifully maintained, and the open-air life of the cafés adds

constant liveliness and gaiety to the scene.

The city is undergoing an extensive remodelling; part of the new plan has been outlined by the well known French architect, Professor Agache. The programme is to beautify the centre of the town, to construct buildings on the site of the Morro do Castelo, to reclaim the Sacco da Gloria, and reconstruct the east end of the town. The earth washed down from the Morro do Castelo now forms the peninsula of Ponto do Calabouço, upon which the Santos Dumont airport has been built.

Points of Interest:—Two of the streets are particularly interesting. The Avenida Río Branco, over a mile long and 108 feet wide, is intersected by the city's main artery: the Avenida Presidente Vargas, 2\frac{3}{4} miles long and over 98 yards wide. From the waterfront it crosses the Rua Primeiro de Março and then divides to embrace the famous Candelaria Church. Then the reunited carriage-ways sweep across the Avenida Río Branco in a magnificent unbroken stretch past the Central Brazil Railway terminal, with its imposing clock tower, until finally it incorporates the palm-lined canal formerly known as the Avenida Mangue. The Avenida Río Branco is lined with ornate buildings—clubs, banks and steamship offices, some hotels and public buildings, the School of Art, National Library, Municipal Council Chamber, Supreme Court and Municipal Theatre. The Rua Ouvidor,

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crossing the Avenida Río Branco half way along its course, contains the principal shops. Other shopping centres are the Ruas Gonçalves Dias, 7 de Setembro, Uruguaiana, Republica do Peru, and a splendid new Arcade running from Av. Río Branco to the Rua Gonçalves Dias. The banks are centred between Ruas Alfandega and I de Março. The Avenida Beira Mar, with its royal palms, bougainvilleas and handsome villas, coasting the Botafogo and Flamengo Beaches, is one of the most beautiful drives. Three tunnels lead to the Avenida Atlantica, on the Copacabanca Beach, the celebrated bathing-place. There are fine views along the Avenida Niemeyer, 125 feet above the sea.

Vessels usually berth near the Praça Mauá, leading to Avenida Río Branco, where there are numerous "cambistas" where money can be exchanged. The shopping centre is reached by taking a ro-minute walk along Avenida Río Branco and turning right along Rua Ouvidor. This street, together with the cross streets Rua Goncalves Dias and Rua Uruguaiana, contains many of the leading

stores.

The Touring Club do Brazil is in a handsome building at the side

of Praça Mauá. It has an information bureau for tourists.

Río is one of the healthiest cities in the tropics, with a death rate of 20 per 1,000. Trade winds cool the air, and the maximum temperature of about 90°F. is in February, and the minimum, 60°F., in July. Sunstroke is uncommon, but humidity is high. November to May is the rainy season, and the annual rainfall is about 44 inches.

The population is now 2,326,201. The city proper covers an area of about 60 square miles. The Federal District, which embraces the city, covers an area of 431 square miles, but is quite distinct from the State of Río de Janeiro, though it is contained within the boundaries of that state. The capital of Brazil, Río de Janeiro, lies on the western side of the Bay of Guanabara; the capital of the state of Río de Janeiro, Niterói, lies on the eastern side of the bay.

The Federal District (which contains Río), is a great industrial area. The main industries are the processing of food, textiles, metallurgy, chemical products, instruments, pottery, tobacco, rubber

manufactures, timber, and paper.

The State of Río de Janeiro is largely mountain, tropical or sub-tropical according to the altitude. Its main agricultural crops are sugar cane, coffee, cotton, fruits, tobacco, and vegetables. Its

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The secret of Río's growth from the ill-kempt and fever-stricken port of the early 19th century to its present munificence and prosperity lies partly in the magnetism exerted by a capital: the interests of a nation focus on its capital, and Río lies close to the economically most productive states of São Paulo and Minas Gerais; but mostly it is due to the fact that Río lies half-way between the coastal aggregates of people in the north-east and the south. Because land communications are poor the interchange between these widely scattered communities is mainly by sea, and Río is the hub of the nation's cabotage; much the greater part of Brazil's internal trade is by coastal steamer. Of the total imports from abroad, Río takes 40 per cent.; it takes some 20 per cent. of the imports and supplies 30 per cent, of the exports in the coastal traffic.

History:—Río de Janeiro was discovered on 1st January, 1502, by the Portuguese navigator, Gonçalo Coelho. The first settlement, however, took place on 10th November, 1555, when the French Huguenot Admiral, Nicolas Duran Villegaignon, entered the harbour with two well-armed vessels and landed on Lage Island. This was shortly afterwards abandoned in favour of Sergipe Island (to-day Villegaignon), where a fort was built and given the name

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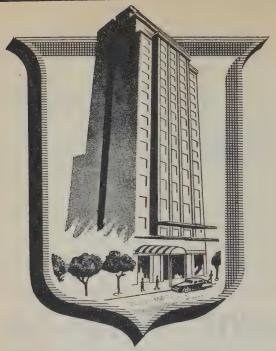
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old narrow channel between the island and the mainland has been

filled in; the old island is now part of the mainland.

In 1557, another expedition consisting of 300 men under Villegaignon's nephew, Bois le Comte, arrived at the settlement and the settlers began to take possession of the whole of the Bay and its surroundings. Thus matters continued until March, 1560, when Mem de Sá, third governor of Brazil, inflicted a serious naval defeat on the French forces, who were forced to abandon the Bay and seek refuge in the interior. When the victorious fleet had sailed away, however, the French returned and with the help of their Tamoyo Indian allies re-occupied and fortified their old settlements.

The Portuguese Government, wishing to occupy the harbour of Río de Janeiro themselves, sent out Estacio de Sá with two galleons to assist his uncle, Mem de Sá, in founding a Portuguese colony there. At the end of February, 1565, Estacio de Sá landed near the Sugar Loaf, and established a fortified settlement, to which he gave the name of São Sebastião. Inferior in force to the French, Estacio de Sá did not succeed in expelling the French settlers, but when joined by Mem de Sá with considerable reinforcements, a complete victory was obtained over the French on 20th January, 1567, the anniversary of the patron saint of the Portuguese town. The Portuguese were now masters of the Bay, but Estacio de Sá was mortally wounded and died a month later.

Before returning to Salvador de Bahía, then the seat of government in Brazil, Mem de Sá transferred the nucleus of the Portuguese

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settlement from the neighbourhood of the Sugar Loaf to Mount S. Januario, which covered the site of what is to-day the Esplanada do Castelo, and nominated another nephew, Salvador Corréa de Sá, to

be captain of the new colony.

In spite of constant attacks by the hostile Indian tribes, the new city grew so important that in 1572 it was chosen as the capital of the Southern captaincies when Brazil was divided into two provinces by King Sebastiao. In 1576, however, the Portuguese Government again decided to govern Brazil solely from the city of Salvador. In 1608 the country was once more divided into two provinces, and Río was once more the capital of the Southern captaincies. In 1676 it was made the seat of a bishopric.

On the 11th September, 1710, the French naval officer Jean François Duclerc landed at Guaratiba at the head of 1,000 men and marched towards the city, which he entered on the 19th. His force was surrounded, however, and capitulated. Duclerc was assassinated some months later. In 1711, Admiral Duguay Trouin, with eighteen sail, entered the port on 12th September and captured the city on the 22nd, largely owing to the conduct of the Governor, Francisco de Castro Moraes, who abandoned the town with the greater part of his troops and a great many of the inhabitants, and took refuge at Iguassú. After the sack of the city, the Governor returned and arranged to ransom the town for 1,000 cruzados, 100 cases of sugar and 200 oxen. The French Admiral, after a further stay of two weeks, sailed with his victorious fleet on 13th October.

Due to its admirable situation, the importance which the town

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had acquired, and the good administration of its Governors, Río de Janeiro rapidly became the leading city in Brazil, and by Royal Patent of 27th January, 1763, became the seat of the Governor-General, with category of Vice-Royalty.

When the Portuguese Royal Court was transferred to Río de Janeiro in 1808, the city made further rapid progress. Not only did its commerce expand, but a great many cultural institutions

were founded.

The Court returned to Portugal in 1821, and in 1822 Brazilian Independence was declared. In 1834, Río de Janeiro became an autonomous municipality and was declared capital of the Empire.

HOTELS AT RIO DE JANEIRO.

Without Continental breakfast or other meals:—	Cu & Simola	Cr.\$ Double.
Copacabana Palace (Copacabana)	Cr.\$ Single.	Cr.\$ Double.
Avenida Atlantica, 1702 Tel. 57-1818 — Cables: "Hobalcop"	190,00/200,00	340,00/390,00
Glória (Flamengo Beach) Rua Russell, 632		
Tel. 25-7272 — Cables: "Gloriaotel"	200,00	280,00
Including Continental breakfast: have Restauran Aeroporto (Sea front near centre of City) Avenida Beira Mar, 280		
Tel. 32-4280 — Cables: "Futuro"	160,00	250,00
Ambassador (Near Centre of City) Rua Senador Dantas, 25		
Tel. 32-8181 — Cables: "Ambasshotel"	160,00/200,00	240,00/280,00
Plaza Copacabana (Close to Copacabana beach Avenida Princesa Isabel, 63)	
Tel. 57-1870 — Cables: "Plazalox"	170,00	270,00/310,00
Excelsior (Copacabana) Avenida Atlantica, 1800		
Tel. 57-1950 — Cables: "Excelhotel"	200,00/400,00	270,00/450,00
Novo Mundo (Flamengo Beach)		
Praia Flamengo, 20 Tel. 25-7366 — Cables: "Mundotel"	130,00/230,00	200,00/300,00
Miramar Palace (Copacabana)		
Avenida Atlantica, 3668 Tel. 27-0160 — Cables: "Mirapalace"	200,00/220,00	270,00/290,00
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Serrador (Close to Avenida Rio Branco) Praça Getulio Vargas, 14 Tel. 32-4220 — Cables: "Serhotel"	180,00	280,00/400,00	
Avenida Avenida Rio Branco, 152 Tel. 22-9800 — Cables: "Avenidario"	30,00/60,00	60,00/70,00	
With Continental breakfast at extra charge of Cr. 820,00:— Hotel Regente (Copacabana) Avenida Atlantica, 3716			
Tel. 47-6161 — Cables: "Hotelregente" This Hotel has Restaurant a la carte or fixed charge for Table d'Hote meals including morning coffee at Cr.\$140,00 per person.	160,00	230.00/28,000	
With Restaurant à la carte or Table d'Hote med Continental breakfast included in undermentioned Olinda	als at Cr.\$60,00 tariff:—	each meal, with	
Avenida Atlantica, 2230 Tel. 57-1890 — Cables : "Hotelinda "	180,00/220,00	220,00/270,00	
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Without Restaurant but including Continental breakfast:— Grande Hotel O.K. (Near Centre of City) Senador Dantas, 24			
Tel. 22-9951 — Cables: "Hotelok"	150,00/180,00	220,00/250,00	
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Including all meals:— Regina (Near Flamengo Beach) Rua Ferreira Viana, 29			
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Tea Rooms: -- Confeitaria Colombo, Lallet, Cavé, Confeitaria Brasileira, Sorve-

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Conveyance:—The tramway service is singularly good and inexpensive and the routes followed allow most of the surroundings to be seen with ease. There are

frequent motor omnibus services to all parts.

Motor-car Hire:—Taxis Cr.\$6,50 for 1,000 metres and 65 centavos for every 200 metres or 1 minute whilst waiting. By the hour Cr.\$40,00 for the 1st hour and Cr.\$7,50 each additional quarter hour.

Motor Launch Hire: -- Cr.\$120,00 per hour between 7 a.m. to 4 p.m. Other times

Theatres:—Most of the playhouses are devoted to light amusements, but occasionally opera is staged at the Municipal Theatre, where there are concerts and recitals also during the winter season. Among theatres of note are the Rival, Fenix, João Caetano, Republica, Carlos Gomes, and Serrador. There are numerous first-class cinemas.

Travel Agents: —Wagon-Lits Cook, Av. Presidente Wilson, 164b; Exprinter, Av. Río Branco, 66/74; American Express, Rua Mexico, 74b; Tourservice, Praça Mahatma Gandhi, 14 (Hotel Serrador Building); Bordallo Brenha, Av. Río

Branco, 87.

PUBLIC BUILDINGS.

The NATIONAL LIBRARY (Bibliotheca Nacional), in Avenida Río Branco was founded in 1810. Its first collection came from the Ajuda Palace in Lisbon, but to-day it houses over a million volumes and many rare manuscripts. One of its rarities is a latin bible on parchment, printed in Mayence in 1469. It has also a first edition of the Lusiadas of Camoens, printed in 1579. The library is open

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from 10 a.m. to 10 p.m. on week-days, and 11 a.m. to 3 p.m. on Sundays. The National Museum of Fine Arts (Museu Nacional de

Belas Artes) is housed in the second floor galleries of

The NATIONAL SCHOOL OF ART (Escola Nacional de Belas Artes), on the Avenida Río Branco. There are some 800 paintings and sculptures, both ancient and modern, and some thousand direct reproductions of the old masters. Once a year, in August, a Brazilian exhibition of paintings, sculpture, engraving, architecture and decorative arts is held at the School—the arts flourish in Brazil to-day. The building is open daily from noon to 5 p.m., except on Mondays and national holidays.

The Museum of Retrospective Art is housed at Avenida Río Branco, No. 174. It contains paintings, porcelain, models, and coins and such furniture and articles of domestic use as were current in

olden days in Brazil.

The Brazilian Academy, on Av. Presidente Wilson, is a replica of the Petit Trianon at Versailles; it was given to Brazil by the French Government after the Centenary Exhibition of 1922. The Brazilian Academy of Letters was founded in 1897 by the writer Machado de Assis. A millionaire bookseller made the Academy his heir, and the interest on this legacy provides annual prizes for the best Brazilian works in prose, verse, and drama. The Academy is preparing an exhaustive dictionary of the Portuguese language and issues a quarterly.

The NATIONAL HISTORICAL MUSEUM (Praça Marechal Ancora) contains a most interesting collection of historical treasures, colonial

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sculpture and furniture, maps, pictures, arms and armour. The building itself is notable, for it was once the old War Arsenal of the Empire, part of which was built in 1767. It is open daily, from II a.m. to 5 p.m., except Mondays, and is well worth visiting.

The Historical Museum now houses the MILITARY MUSEUM AND NAVAL MUSEUM. There is a particularly large collection of paintings and prints in the Naval Museum, besides the more usual display of

weapons and figureheads.

The NATIONAL MUSEUM in the Quinta da Boa Vista is one of the most important museums of national history in South America, or indeed in the world. Up to the proclamation of the Republic the building was the home of the Emperors of Brazil. In the entrance hall is the famous "Bendego" meteorite, which was found in the State of Bahia in 1888. It is, so far as is known, the largest metallic mass ever to fall on earth. Its original weight, before some of it was chipped, was no less than 5,360 kilos. Besides several foreign collections of note, the Museum contains Brazilian ethnographic collections of Indian weapons, dresses, utensils, etc., and a very rich collection of minerals. There are still other collections of birds, beasts, and fishes.

The Galeria Getülio Vargas (13th floor of the Ministerio de Trabalhó, Industria e Commercio, Esplanada do Castelo, 251 Av. Presidente Antonio Carlos) is an Agricultural and Commercial museum created to serve as a guide to the economic possibilities of the country. The varied exhibits reveal the whole process of the conversion from raw materials into finished. There are beautiful displays of silks, laces, cloths, carpeting, ropes, eatables, drinks and medical preparations, and various manufactures which have tobacco, glass, wood, rubber, wax, essential oils, and resins as a base. The Museum gives, in fact a rapid bird's eye view of the total economy of a vast country. At the moment it is being reorganised and is not open to the public.

The NATIONAL OBSERVATORY is on São Januario hill, in the São Christovãó district. It was founded as early as 1827.

The Federal Senate, known as the Monroe Palace, at the end of Avenida Río Branco.

The Federal Chamber of Deputies, also known as the Tiradentes Palace, after the Martyr of the Republic whose statue faces the building, is in the Rua da Misericordia. It is a handsome, modern construction inaugurated in 1930.

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The House of Ruy Barbosa, Rua São Clemente, 134, Botafogo, former home of this great Brazilian jurist and statesman, whose artistic and cultural relics it contains,

is open from II a.m. to 5 p.m. daily, except Thursdays and Sundays.

ITAMARATY PALACE (Brazilian Foreign Office) contains much interesting old furniture, tapestry and other objects of art. Tourists should obtain permission from the Ministry to view.

CATTETE PALACE (Government House) was formerly the residence of the Barão de Nova Priburgo. It is now used for Cabinet Meetings and official receptions, and is also the official residence of the President.

GUANABARA PALACE, formerly the residence of the Princess Isabel, is now the private residence of the Mayor (Prefeito Municipal), and is also used for putting up

distinguished foreign visitors.

CHURCHES.

Amongst the most interesting are the following:-

The Cathedral Church of São Sebastião, patron saint of the city which was known in Colonial days as "the Loyal and Heroic City of S. Sebastião." It was built in 1761. In the crypt lie the bones of many famous men, including those of Pedro Alvarez Cabral, discoverer of Brazil.

The Church of Our Lady of Candelaria, in the Rua da Candelaria, is well worth a visit in order to see the beautiful interior decorations and paintings. The Church was founded in 1635, but the present building dates from 1775.

The Church of the Convent of Santo Antonio, Largo da Carioca, contains the toppes of the first Empress of Brazil. Done Legolding de Helschurge a Lorene and

The Church of the Convent of Santo Antonio, Largo da Carioca, contains the tombs of the first Empress of Brazil, Dona Leopoldina de Habsburgo e Lorena and of the Infante Dom Pedro de Bourbon. The crypt also contains the tomb of a Scottish soldier of fortune known as "Wild Jock of Skallager." He was in the service of the Portuguese Government when it was seated in Brazil during the Napoleonic War, and had the distinction of being appointed the first Commanderin-Chief of the Army in Brazil. The statue of St. Anthony who was made a captain of the Portuguese army after his help had been sought to drive out the French in 1710, and his salary paid to the monastery. In 1810 he became a major, in 1814 a lieutenant-colonel, and he was granted the Grand Cross of the Order of Christ. He was retired without pay in 1914.

The Church of the Capucine Friars, in the Rua Haddock Loho, contains the tomb

The Church of the Capucine Friars, in the Rua Haddock Lobo, contains the tomb

of Estacio de Sá, founder and first governor of the city of Río de Janeiro.

The Church of Outeiro da Gloria, in the Ladeiria da Gloria, contains some very fine specimens of 17th century Portuguese tiling.

The Church of Our Lady of Glory, in the Praça Duque de Caxias, is sumptuously decorated. It is at present undergoing extensive remodelling but when completed will be one of the finest churches in South America.

The Church of the Monastery of São Bento, entrance in Rua São Bento. Richly

decorated interior, and also contains many valuable relics.

Christ Church (Anglican), formerly in the Rua Evaristo da Veiga, is now in

the Rua Real Grandesa, Botafogo.

The Chapel of Our Lady of Mercy (for English speaking Catholics) is in the Rua

Visconde Caravelas (Botafogo). The Union Church of Rio de Janeiro, American non-denominational, is in the

Rua Paula Freitas, Copacabana. Positivist Church of Brazil maintains a Temple of Humanity at Rua Benjamin

Constant, 74.

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PARKS, SQUARES AND MONUMENTS.

The city abounds in open spaces and squares, many of which have ornamental

gardens and statuary :

The BOTANICAL GARDENS (Jardine Botánico) founded 1808, are open daily, 7 a.m. to 6 p.m. They are reached by trams 12, 13, or 14 from Largo da Carioca, fare, Cr\$1,00; there are also several bus services from Avenida Río Branco, fare, Cr \$2,00. The most striking features are the transverse avenues of 100-ft. palm trees. are over 6,000 varieties of plants, a museum, herbarium, aquarium, and library. There are Victoria Regina water-lilies of 21 ft. circumference.

The QUINTA DE BOA VISTA, formerly the Emperor's private park, contains many specimen trees. The Palace now houses the National Museum and is open (Mondays excepted) from 10 a.m. to 5 p.m.; it can be reached by several tram and omnibus

routes.

The Zoological Gardens, which contain good examples of Brazilian and imported wild animals, and a fine collection of birds, are now in the Quinta de Boa Vista.

PARQUE DE CIDADE. A pleasant park a short walk beyond the Gavea Tram terminus. It was previously the grounds of the home of a very wealthy family, by whom it was presented to the City.

JOCKEY CLUB RACECOURSE, at Gavea, meetings on Saturdays, Sundays and holidays.

Betting is by totalisator only.

Praça da Republica and Campo de Sant'Anna is an extensive and picturesque public garden in the centre of the city. The square contains a moument to

Benjamin Constant, one of the founders of the Republic.
The PASSEIO PUBLICO (turn right at end of Avenida Río Branco), is a garden planted

by the artist Mestre Valentim, whose bust is near the old former gateway.

PRAÇA MAUA, cross immediately on landing from the steamer; it contains monu-ments to the Barão de Mauá, great industrialist, and Teixeira Soares, famous Brazilian engineer.

LARGO DE SÃO FRANCISCO has a historic church, and a statue to José Bonifacio,

one of the patriarchs of the Independence.

PRACA 15 DE NOVEMBRO has a statue to the Marquez do Herval, one of the heroes of the Paraguayan War. There is also an ancient fountain from which water for

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ships was formerly drawn, and statues of General Osorio and Buarque de Macedo. ESPLANADA DO CASTELLO, with its monument to the Barão do Río Branco, is the centre of a new district on ground reclaimed from the Castelo Hill, which has been rapidly built up with modern offices, including Government Departments.

PRAÇA INDEPENDENCIA has a statue to D. Pedro I, first Emperor of Brazil, who

PRAÇA MAHATMA GANDHI, at the top end of Avenida Río Branco, is flanked on one side by a mass of tall modern buildings forming the cinema amusement centre of the city. The square itself is laid out with ornamental gardens, and has a massive statue of Marshal Floriano Peixoto, famous Brazilian soldier, who, as the second President, did much to consolidate the Republic. There is also a bust of Dr. Paulo de Frontin, notable Brazilian engineer, who cut the Avenida Rio Branco and carried out many other notable feats of engineering to modernise the town.

PRAÇA PARIS, built on reclaimed ground in the Sacco da Gloria, and laid out by the famous French town-planner, Professor Agache, is much admired by tourists for the beauty of its formal gardens and illuminated fountains. At the Avenida end

of the gardens is a magnificent equestrian statue of Marshal Deodoro da Fonseca, one of the founders of the republic and its first president.

PRAIA DO RUSSELL, at the side of the Praia Flamengo, contains a monument to Admiral Barroso, victor of the Battle of Riachuelo, and another commemorates the

opening of Brazilian ports to foreign shipping.

In the LARGO DA GLORIA, between Praça Paris and Praia do Russell, there is a very fine monument to Pedro Alves Cabral, the Portuguese navigator who discovered

Brazil in 1500.

The Largo DO Machado is the traffic centre for the tramway services to the

southern suburbs.

In the PRAIA DO FLAMENGO there are statues of a Scout, presented by the Republic

of Chile, and the Aztec chieftain Chautemoc, presented as a token of esteem to Brazil by the people of Mexico.

At the beginning of the Prain Do Botafogo there is a monument to Admiral Tamandaré, the Brazilian "Nelson" and another to Francisco Passos, one of the greatest Lord Mayors of Rio de Janeiro. He was largely responsible for making Rio de Janeiro into a modern city. At the farther end of the Prain 60 Botafogo, just before turning into the Avenida Pasteur, there is a bust of that famous French scientist.

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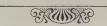
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Caixa Postal 56 (Telegraphic Address: "Chambrit, Riojaneiro.")

American Chamber of Commerce for Brazil, Avenida Graça Aranha, 182.

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AIRPORTS:—Río has two airports, the Santos Dumont Airport on Guanabara Bay; and the Airport of Galeão, on Governador Island, now linked with the mainland by a bridge. The latter is for international traffic only.

ROADS:—The Dutra Highway to São Paulo, 253 miles; to Petrópolis, 39 miles, Juiz de Fora and Belo Horizonte. São Paulo

can be reached in 6 hours.

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CORCOVADO (Hunchback Mountain), by tram No. 3, "Aguas Ferreas," from Largo da Carioca, fare, 70 centavos; or bus No. 110 (Grajau-Larengeiras) from Avenida Río Branco, fare Cr.\$2.00, to

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275

Corcovado rack railway station in Rua Cosme Velho. Return fare by rack to the summit, Cr.\$15.00. Regular trains to the summit at 8 a.m., 12 a.m., and 4 p.m., but when a fair number of passengers is offering (say a minimum of ten) an hourly service is given.

There is a superb view from the mountain (2,329 ft. high), to which a motor road has been opened from the Larangeiras district. A gigantic figure of the Christ stands on the summit. It was inaugurated on October 12, 1931. The statue, with its base, weighs

1,200 tons, and is 41½ yards high.

PÃO DE AÇUCAR (Sugar Loaf Mountain), (1,230 ft.), by tram No. 4, "Praia Vermelha," from Largo da Carioca (behind Hotel Avenida), or bus No. 13, Clube Naval, a little lower down Avenida Río Branco, to Praia Vermelha, where the cable railway station is. Return fare to the summit of Sugar Loaf, Cr.\$17.00. Cable cars every half hour. The car carries 15 passengers. The bird's eye view of the city and its beaches is very beautiful.

**COPACABANA, a celebrated bathing place, is reached by trams 12, 13, or 14 from Largo da Carioca, fare Cr.\$1.40. It is also reached by several bus services from Avenida Río Branco, fare Cr.\$3.00. In the Avenida Reina Elizabeth is a bust of King Albert of Belgium, to commemorate his visit just after the 1914-18 war. Population,

134,528.

TIJUCA FOREST, by tram direct from Praça da Bandeira to Alto Boa Visto, fare, Cr.\$1.80, or by motor-car (Lotação) from Praça 15 de Novembro to Alto da Boa Vista, fare Cr.\$8,00. Thence by motor-car or foot. The best way is by motor from the city. The view from the peak of Tijuca (over 3,000 ft.) gives a good idea of the tropical vegetation of the interior, together with a capital sight of the bay and the shipping of the port. Picturesque cascades and grottos may be visited on foot.

Terezópolis (3,000 ft. above sea-level) is much visited in the summer months for its bracing air and panoramic views. Trains start from Barão de Mauá station and arrive in about 3 hours. It can also be reached by a first-class and picturesque motor road passing through Petropolis. (Time about $2\frac{1}{2}$ hours). The roads in the neighbourhood are suitable for motoring, and one is open to Petrópolis. Population, 14,900. Golf Club.

Hotels: - Rizzi, Varzea Palace, Pinheiros, Novo, Fazenda da Paz.

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Petrópolis (2,800 ft. above sea-level), a favoured summer hill resort, is reached by bus (half hourly from Praça Mauá, all day excursion fare, Cr.\$19.00 each way); or from the Leopoldina Railway Station, whence trains leave for Petrópolis, the fastest making the journey of 60 miles in $1\frac{3}{4}$ hours. For the first hour the line is fairly level; from Raiz da Serra a rack locomotive hauls the train for thirty minutes through most interesting scenery. Petrópolis is the "Simla" of Río, with numbers of picturesque private residences, largely occupied by people from the capital. It was at one time the seat of Dom Pedro I. Now it combines manufacturing industry with floral beauty and hill scenery. Population, 61,843. Golf Club.

Hotels: -Quitandinha, Grand, Palace, Central, Magestoso, Cremerie.

NITERÓI, the capital of the state of Río de Janeiro, across the bay by ferries, is a residential quarter with 174,500 population, handsome provincial Government buildings and fine private houses. bathing is excellent. Many British and American families live here.

To reach Niterói from Río de Janeiro, turn left from Avenida Río Branco down Rua Ouvidor or Sete de Setembro for the ferry station at Praça 15 de Novembro. Frequent launch services across the bay to Niterói, fare Cr.83.20. Thence by trolley bus or bus to Canto do Río for Icarai beach (fare Cr.81.00, thence to São

Francisco beach (fare 80 centavos).

Hotels:—Casino, Balneario, Icarai Palace, Atlantic.

Clubs:—The Rio Cricket and Athletic Association (cricket, tennis, bowls, Rugby and Association football), the Rio Sailing Club.

Novo Friburgo (2,800 ft. above sea-level), is a popular watering place during summer months. It can be reached by train from Río de

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PAQUETÁ AND GOVERNADOR Islands in Río de Janeiro Bay, can be visited by ferry services from Praça 15 de Novembro. Fare, Cr.\$2.00 each way. There is also a launch service at Cr.\$5,00 per passenger. Paquetá is exceptionally picturesque. Governador Island is joined to the mainland by a bridge which links the new Río-Petrópolis road (Avenida Brazil) with the island's Galeão airport for the main international routes.

NORTH FROM RIO DE JANEIRO

From Niterói a railway runs north-east to (170 miles)

Campos, the busiest industrial city in the state of Río de Janeiro. It stands 35 miles from the mouth of the Río Paraíba. It was along this river that coffee planting spread to São Paulo state, and coffee, as well as tobacco, is still grown near Campos. The main industries are sugar refining, alcohol distilling, and fruit preserving. Population: 63,384.

Hotels: -- Amazonas, Fluminiense, Estação.

North of Campos the railway runs through the state of Espirito Santo to the port of Vitória. The State, which has little of interest to tourists, has a mountainous interior and a hot, damp seaboard. It is the third largest grower of coffee. In the north there are large forests containing hardwoods.

Vitória, 400 miles from Río de Janeiro, is reached by the Leopoldina railway (20 hours), irregularly by coastal steamers (24 hours), and several times a day by plane (80 minutes). The island on which it stands is connected to the mainland by two bridges. The country around is picturesque.

Its growing importance to-day lies in its connection westwards with Belo Horizonte and the iron mines of the Cía. Vale do Río Dôce at Itabira in Minas Gerais through a railway: the E. F. Vitória a Minas, which transports for export 1.3 million long tons of iron ore

besides a large tonnage of timber and coffee.

Main Industries:—sugar refining, cotton weaving, footwear, mineral waters; a burlap bag factory supplying enough bags for the State's coffee, cacao and cereal crops; the Garoto chocolate factory; the 'Barbara' cement factory in Cachoeiro de Itapererim, where the sugar refinery is.

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Royal Mail Lines, Ltd.:—(Agents, Hard, Rand & Co., Rua do Comercio 269, Cuixa Postal 125/6. Telegraphic address, "Omarius.")

Minas Gerais:

The state of Minas Gerais, where much of interest to tourists will be found, is best visited from Río de Janeiro. Minas Gerais, once described as having "a heart of gold and a breast of iron," is largely mountainous, but it contains much pastoral and cultivated land (livestock is a large industry). It stands first in Brazil as a grower of beans, maize and garlic, second for coffee, tea, rice, bananas and oranges, third for sugar and tobacco, and grows much cotton and grapes besides. It has the only two gold mines working in Brazil, and provides enormous quantities of iron for export and for the domestic steel mills. But what is of more interest to the visitor are the old colonial cities built during the gold rush of the 18th century, and a number of splendid spas.

The best way of seeing the charming colonial cities is to take the Central railway to Belo Horizonte. The 375 miles of line is slow going—it takes 16 hours—for the line winds much and the gradients are steep. There is also a road, subject to the same disabilities, but

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Juiz da Fora, the third largest manufacturing town in Brazil, and the premier town for the production of knitted goods. It lies on the Paraibuna river, in a deep valley between the Mar and Mantiqueira mountain chains. It has an exceptionally pleasant climate. Population, 86,819.
Industries: Textiles, brewing, timber sawing, sugar refining.
Main Products: Cotton, sugar, coffee, cereals, tobacco, cattle, timber, and

Hotels: Palace, Grande, Río de Janeiro.
Banks: Banco de Credito, Real de Minas Gerais.

From Barbacena, an industrial town 60 miles further on, a westward rail trip of 40 miles can be made to the colonial city of São João del Rei, with splendid 18th century churches and a grand bridge.

Belo Horizonte, capital of Minas Gerais, and the second most important inland city in Brazil, stands nearly 2,500 ft. above sea-level. Its climate is invigorating, and its surroundings are beautiful. On the artificial Lake Pampulha is a glass and marble Casino and a Yacht Club. The much criticised small church at Pampulha is interesting: the ecclesiastical authorities refused to consecrate it because of its extremely futuristic interior mural paintings and exterior design.

Belo Horizonte is well planned and built, has numbers of Italian and German settlers, and is the centre of important mining and agricultural industries, as well as of diamond cutting. Cotton from

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the São Francisco Valley goes to the local cotton mills. An industrial park, reached by a double track highway, is being developed about 7 miles from the city. There is a motor road to Río, and another is being built to São Paulo, passing through Oliveira. Population, 346,207.

Industries: Iron, steel, textiles, cement. Main Products: Gold, iron, manganese, cattle.

Addresses :

British Vice-Consulate: Av. Afonso Pena No. 952-5th floor. Soc. Braz. de Cultura Inglesa: Av. Afonso Pena 952—2nd floor. Royal Mail Lines, Ltd.: (Agents: Soc. Com. Walter Ltd.), Rua Carijos

No. 105. B.O.A.C. Agents: Rua Carijos No. 105. Hotels: Normandy, Amazonas, Financial, Grande, Brazil-Palace, Majestic,

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From Belo Horizonte, excursions can be made to the picturesque colonial cities of Nova Lima, Sabará, Ouro Preto and Mariana.

Nova Lima, about 17 miles to the south-east by rail or road, is set in eucalyptus forests. Its little, square colonial houses, built on uneven ground, are grouped round the gold mine of Morro Velho, opened by a British company in 1834 and now the deepest mine in the world. The shaft has followed a rich vein of gold down to 9,000 feet—a feat made possible by air cooling. The noise of the ore crushing machine thunders through the town night and day. Permission to visit the mine must be got in advance. A number of British managers and technicians live here. Population, 10,000.

Fifteen miles east of Belo Horizonte, across the mountain range of the Serra do Curral by rail or road, is the ancient gold-mining town of

Sabará. From the crest of the Serra there is a splendid view of Belo Horizonte, left far below, and of the empty purple mountains ahead. Sabará was once a great city, and may be so again as the iron of the area is developed. It is its old churches and fountains, its rambling cobbled streets, its simple houses with their carved doors, and its museum of gold mining in the 18th century in the Intendencia de Ouro which draw the visitor to-day.

Passeio a Sabara, by Lúcia Machado de Almeida, with magnificent illustrations by Guignard, is an excellent guide to the place.

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Ouro Preto (black gold), the former capital of the State. It has a population of 9,247, mostly miners of gold, iron and manganese, and textile workers. There is a famous School of Mines here,

attended by students from all parts of the country.

The city, built on rocky ground 3,500 feet above sea-level, is such a remarkable treasure house of colonial and baroque architecture and painting that it was decreed a national monument in 1933. Its stone paved streets, the scene of Holy Week processions, wind up and down steep hills crowned with glorious churches. Monumental fountains, baroque churches, enchanting vistas of terraced gardens, ruins, towers shining with coloured tiles, all blend together to maintain an exquisite 18th century atmosphere.

Hotels: Grande (up-to-date), Toffolo, Central, Internacional.

Guide Book: Manuel Bandeira's Guia de Ouro Preto: Portuguese and French

Here, as well as at Sabará, can be seen the astounding Churrigueresque carvings in wood and stone of the sculptor Lisboa, nicknamed Aleijadinho, the Little Cripple, because his hands were maimed. The two pulpits in the church of São Francisco, and much else, are his; so is the stone doorway, the pulpits and the choir loft at Nossa Senhora do Carmo at Sabará. He was a mulatto, the son of a Portuguese architect and a negress. The charming houses, bridges and wall fountains are well worth seeing.

Mariana, another old mining city of churches and quaint streets and buildings is 6 miles to the east of Ouro Preto by rail. See the Cathedral, the paintings of Ataide in São Francisco de Assis and the

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old Palace of the Governors connected with it, the Museum for its church furniture and ivory cross, the city hall, the Aljube, and the post office, once the house of a notable. Mariana has the second gold mine in the state: the Brazilian-owned Minas de Passagem.

On the main line from Belo Horizonte to Rio (a few miles below the branch to Ouro Preto), is the small hill town of Congonhas do Campo. It is dominated by the great pilgrimage church of Bom Jesus (1773), from whose terrace there is a wide view of the country. Below the terrace are six small chapels set in beautifully arranged sloping gardens reminiscent of the great 18th century religious gardens of Broga, in northern Portugal. The church is famous for its sculptures by Aleijadinho.

Diamantina, the centre of the once active diamond industry has some excellent colonial remains, particularly the fantastically carved overhanging roofs and their brackets. But the town is in the deep interior, 3,670 feet above sea-level, 185 miles by rail from Belo Horizonte. Population, 10,177.

The Spas of southern Minas Gerais, largely frequented as holiday resorts by the people of the south-east, are easily reached by railway or road and sometimes by air from Río de Janeiro and São Paulo. All these places, with their hot springs and mineral springs and curative baths are planned as much for the amusement of the visitor as for his cure; most of them have casinos and all of them have cinemas and facilities for sport.

São Lourenço, 9 hours by train from Río de Janeiro or São Paulo, stands at 2,800 feet above sea-level. It is recommended as a holiday centre and for the richness of its natural mineral waters in the treatment of stomach, liver, kidney and intestinal complaints. There is a complete and up-to-date Hydro Establishment for douches and for the famous carbo-gaseous baths, unique in South America and comparable with those of Royat and Bad-Nauheim for the treatment of arterial hypertension, arterial-sclerosis, tachy-cardias, etc. (See announcement of São Lourenço Hydro-Mineral Spa opposite).

There are numerous first-class hotels, and the town's attractions include tennis, rowing, swimming, and an aviation field. There are usually between 25,000 and 30,000 visitors every season, which runs

from September to May. Population, 8,930.

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Caxambú, north of São Lourenço by rail or road, stands 932 metres above sea-level; it is famous for its mineral waters, specially recommended for diseases of the stomach, kidneys and bladder. The seasons are from January to April and September to October. Special trains are run from Río de Janeiro and São Paulo during the season. The town itself is modern, but the mountains and forests around are very beautiful. Its mineral waters are bottled and sold throughout Brazil. There are excellent hotels at this Spa, and about 10,000 visitors frequent it every year. Its population is 7,878.

Poços de Caldas is reached by rail, road, or plane from São Paulo or Río (275 miles). It is the most luxurious and fashionable of the resorts. It has complete and up-to-date thermal establishments for the treatment of rheumatic, skin and intestinal diseases. There is a sumptuous Palace Hotel, built by the State Government, with its own sulphur baths. Other attractions for visitors include a luxurious casino, the Country Club, and picturesque excursions. Excellent climate. Altitude, 3,900 feet. Population, 19,680. Hotels: Palace, Quisisana.

Three lesser resorts, and none the less pleasant for that, are Lambari, 35 miles west of Caxambú by road; Cambuquira, a little north of Lambari by car or rail and cheaper than most; and Araxá, in the Minas Triangle, about 120 miles from Uberaba. Araxá, a quiet little place with thorium and radio-active waters and sulphur and mud baths, stands 3,400 feet above sea-level. It can be reached from Río or São Paulo by rail, but more easily from Belo

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The State of São Paulo.

The State of São Paulo, with an area of 95,800 square miles and a population of 9,242,610, is larger than the states of New York and Pennsylvania together and about the same size as Great Britain and Northern Ireland. It has a narrow zone of wet tropical lowland along the coast. Santos, the State's port, lies here. This lowland rises in an unbroken slope to the ridge of the Great Escarpment the Serra do Mar-at from 2,600 to 2,900 ft. above sea level. The upland beyond the Great Escarpment is drained westwards by the tributaries of the Río Paraná. The broad valleys of the uplands are occasionally surmounted by ranges of low mountain; one such range lies between the São Paulo basin and the hinterland of the state. There is a sharp drop between the São Paulo basin and the Paraíba Valley; as it leaves the basin the Central Railroad connecting São Paulo with Río de Janeiro via the Paraíba Valley drops 554 feet in 15 miles. West of the low mountains between the basin and the rest of the state lie the uplands of the Paraná Plateau, at about 2,000 ft. above the sea. One of the soils in this area is the terra roxa, the purple earth in which coffee flourishes. When dry it gives off a red dust which colours everything; when wet it is sticky and slippery and difficult to travel over. There is ample rainfall in São Paulo state; indeed, the largest rainfall in Brazil (150 inches) is over a small area between Santos and São Paulo; at São Paulo itself it is no more than 56 inches. Temperatures on the plateau are about 10° lower than on the coast. Tropical crops (of which coffee is one) cannot be grown where there is much frost; it is only south of the latitude of Sorocaba that frosts occur in São Paulo, and then not frequently. Temperatures are too low for coffee in the São Paulo basin itself.

History: It is usually said that the Portuguese did not settle in São Vicente until 1532. That is not so. The place appears on maps made in 1507 and there are indications that Europeans were living there soon after. It was a flourishing little hamlet in 1526 and there

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are records of the sale of a small ship and slaves. Cabot traded there in 1530.

Nor is the customary statement that the first settlement was made in the highlands in 1554 correct. Ramalho, a pioneer who lived with an Indian woman and gained much influence over the Indians, was there when the first royal governor, Martim Afonso, arrived in Brazil in 1530. Martim Afonso himself established a fortified village in the highlands, called Piratinanga, in 1532, but its inhabitants scattered soon afterwards. They continued, however, to live in sin in the highlands and would not come down when the Jesuit Leonardo Nunes tried to make them do so in 1550. He established a chapel for them dedicated to Santo André, and this was probably the fortified village which the Governor-General Thomé de Sousa created in 1553. The Acts of the "town council" of Santo André still exist. About the same time Father Manoel da Nobrega S.J. passed on a little further to what is now São Paulo and chose the site of the present city, leaving two Jesuit brethren there. The official foundation is, however, given as taking place in the following year when the college was instituted. But it was not until 1681 that the seat of state government was moved to São Paulo. The town was raised to the category of a city by decree of Dom João VI, King of Portugal, in 1711.

It must be noted that the people who came to São Vicente and pushed over the Serra do Mar were from south Portugal, a restless, energetic, adventurous people very different from the wealthy colonists of Recife and Salvador. It did not seem to them that the

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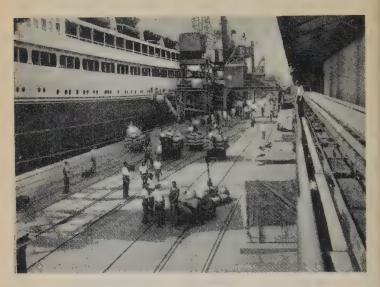
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land was capable of bearing any wealth-bringing crop. Whilst the planters of the north-east were reaping great fortunes from sugarcane, the people of São Paulo, enraged by their lack of fortune, set themselves up into adventurous bands—the bandeirantes—first to act as slavers, and then to scour north, west and south in search of gold. It was they who discovered gold in Minas Gerais in 1698 and in Mato Grosso in 1719. But the discoveries brought no great wealth to São Paulo. Even by 1822, when São Paulo exerted such a powerful influence in the movement which led to the independence of Brazil, São Paulo, Sorocaba and Campinas were small towns on the verge of the Sertão. The colonists had a little maize and some sugar, but they depended for their existence on the trade in cattle and mules. But a new plant, the coffee tree, was slowly creeping up the Paraíba valley from Río de Janeiro.

It was in 1847 that the future of São Paulo was settled: a land-owner near Limeira introduced a number of German families to work his estate for him as colonos, or tenants. This great step was slow in bearing fruit, but between 1885 and the end of the century a boom in coffee and the arrival of large numbers of Europeans transformed the state out of all recognition. Between 1827 and 1873 only 4,182 Italians settled in São Paulo. Between 1887 and 1898 over half a million Italians emigrated to the State. By the end of the thirties there had arrived in São Paulo state a million Italians, half a million each of Portuguese and immigrants from the rest of Brazil, nearly 400,000 Spaniards and nearly 200,000 Japanese. To-day the state holds a rapidly growing population of nine-and-a-quarter millions. They produce almost half of the country's coffee, half of the cotton, a third of the rice, a third of the sugar, and 66 per cent. of its industrial wealth. São Paulo provides half the total exports of Brazil, and takes 42 per cent. of the total imports.

Santos, the leading coffee port of the world, 200 miles south of Río de Janeiro is the natural gateway for the foreign commerce of the thriving state of São Paulo. It is reached from Río by ocean steamers in 12-15 hours. An excellent railway and a good highway run to São Paulo (39 miles). A Free-Port Zone for Paraguay—1,200 miles by rail has been established at Santos.

The port is three miles from the open sea and is approached up the winding Santos Channel, with views of palm-dotted flat shores

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and irregular hills in the background. São Paulo City is reached by traversing these hills; there are fine views of Santos during the journey. The plain upon which Santos, a city of 201,739 stands, is an island which can be circum-navigated by small boats. The extensive wharves are very active. The city has been improved in recent years by modern buildings, wide, tree-lined avenues, and wealthy suburbs—outward signs of the prosperity of its inhabitants. The night-life can best be seen within an area known as the "Gonzaga," which has the large hotels and several good picture houses. Although best known for its commerce, Santos has a considerable local fame as a holiday resort. Visitors coming from inland towns and neighbouring countries are attracted by the magnificent beaches and views, set in tropical splendour. Santos itself is a sea-port, and like most sea-ports, not very imposing; one must travel into the suburbs to appreciate the beauty it has to offer.

There are fine monuments, including one in Avenida Ana Costa, to commemorate the brothers Andradas, who took a leading part in the movement for independence, attained in 1822. There are others in the Praça Rui Barbosa and Praça da Republica, the first to Bartholomeu de Gusmão, one of the pioneers of aviation, the

second to Braz Cubas, who founded the City in 1544.

Landing :-- Steamer to wharf.

Note:—Passengers who wish to visit the City are advised to take a taxi to the centre, since passenger vessels are berthed some considerable distance from it. The taxi charges are for the car and not

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			Cr.\$.	Cr.\$.
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Atlantico Hotel	Gonzaga (sea-front)	400	250,00	360,500,00
Grande Hotel Martini	Jose Menino (sea-front)	300	160,00	280/400,00
Metropole Hotel	Jose Menino	120	130/160,00	240/300,00
Ritz Hotel	Gonzaga	100	160,00	250,00
Palace Hotel	Jose Menino (sea-front)	132	130/200,00	240/320,00
Avenida Palace	Gonzaga (sea-front)	250	110/220,00	200/320,00
Bandeirantes	Gonzaga (sea-front)	106	140,00	250,00
Belvedere	Gonzaga (sea-front)	100	125,00	250,00
International	Jose Menino (sea-front)	125	100/115,00	195/225,00
Washington Hotel	Praça Republica, Santos	60	90,00	180,00
Grande Hotel Guarujá	Guarujá	300	260/320,00	400/470,00

Guarujá is 40 minutes from town. The first 4 and the last are especially recom-

mended to Europeans.

NOTE:—All the above hotels increase tariffs by 20/30% during Carnival week, Easter week, July, and from the 15th December to 15th February. Tariffs quoted above include all meals, with the exception of the Ritz Hotel, which is for bed and breakfast. Starred hotels have night clubs.

Restaurants:—Restaurante Marreiros, rua Senador Feijó, 4; A Bodega, rua Visconde de São Leopoldo, 13; Bar Boemio, Praça da Republica, 65; Atlantico Bar, next to Atlantico Hotel; Casa Hesperia, Praça Rui Barbosa, 22-24; Casa Lemcke, Rua João Pessôa, 45, 3rd floor; Lutecia, Av. Ana Costa, 482; Jangadeiro, Ponta da Praia; Restaurant Ibicaba, rua Carlos Alfonseca 4.

(For announcements of local hotels and business houses, see the later section of this book, "Local Classified Advertisements.")

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Air Services: - Several local airlines have services from Santos

to other cities, principally to Río de Janeiro.

Motor-Car Hire:—Motor-cars can be hired on the quay side. For short journeys the fare now varies from 15 to 30 cruzeiros. Excursions to São Paulo, lasting seven hours, should not cost more than Cr.8550.

Royal Mail Line:—Royal Mail Agencies (Brazil), Ltd.; Rua 15 de Novembro,

British Consulate :- Largo Senador Vergueiro, 2, first floor.

British Consulate:—Largo Senador Vergueiro, 2, first floor.
Cables:—Western Telegraph Co., Ltd. (British), Largo Senador Vergueiro I and 2. All America Cables & Radio Inc., Rua 15 de Novembro, 141; Radio-telegrafica Brasileira (Brazilian), rua 15 de Novembro, 46, also operates International Radiotelephone Service; "Italcable" Servizi Cablografici Radiotelegrafici e Radioelettrici, rua 15 de Novembro, 131/133.

Banks:—Bank of London and South America; Royal Bank of Canada; Banco Holandès Unido; National City Bank of New York; Banco do Brazil, all in the Rua 15 de Novembro; Banco de Crédito Real de Minas Gerais S.A., Rua Frei Caspar, 26

Gaspar, 26.

Exchange Houses:—Casa Bancaria Faro & Cia., rua 15 de Novembro, 80 & 206; Casa Bancaria J. Coelho & Cia., praça da Republica, 45; Casa Bancaria Branco & Cia. Ltda., praça da Republica, 30.

Bus Services:—Comfortable buses run an efficient service between the City and outlying suburbs. These buses start, in the majority of cases, from the Praça Maua, which is in the centre of the City. There are several bus services to São Paulo at intervals of approximately 15 minutes. This journey is done in one-and-ahalf hours and the vehicles used are comfortable, efficient and The single fare is 25 cruzeiros. Express cars also run services to São Paulo at regular intervals; they take 75 minutes to do the journey. Fare, Cr.\$40.00.

Shore excursions: -- Wagons-Lits Cook and Exprinter run excursions in modern motorcars both around Santos and to São Paulo. The charges are very reasonable. Their representatives board all Royal Mail passenger vessels when they get to Santos.

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305

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To Guarujá:—Leave at 9 a.m., motor along the Conselheiro Nebias to the sea front and continue along the beach to the Guarujá Ferry at Ponta da Praia. On the other side proceed as far as Turtle Bay. Lunch at Guarujá. Leave at about 2 p.m., returning by car ferry and proceed along the front to the Orchid Gardens in the Praça Washington at José Menino (the flowering season is from October to February). From this place proceed to Santa Terezinha, a hill near José Menino, known as the Santos Switzerland, from the top of which there is a magnificent view of the surrounding country and ocean. Return to the ship via the Avenida Ana Costa, arriving on board about 5 p.m.

There is also a passenger ferry boat to Guarujá which is met by an electric train on the other side. The ferry boat leaves the Docks Warehouse No. 6, near the centre of the town, and the single fare is Cr.\$2,50.

The following excursion is also recommended: Starting at Quay to Santa Terezinha (from which point an enchanting view of Santos

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307

can be obtained), Praia Grande, Ponta da Praia and back to quay. Time required: about 2 hours. Fare about Cr.\$250,00. There is a Municipal Aquarium on the sea-front standing on its own in the beach gardens at Ponta da Praia where many specimens of marine fauna may be seen.

São Paulo, to-day the largest city in Brazil, and the second largest in South America, covers an area of nearly 700 square miles and has a population of 3,000,000. Standing at an elevation of nearly 3,000 feet, its temperature is moderate and its air bracing. São Paulo bears the impress of energy. The streets are lit by high powered electric lamps; the water supply is excellent; the electric tramway, motorbus and trolley-bus services are the best in Brazil.

São Paulo city is the focus for the state. In less than a century the humble colonial village (for it was nothing more) has turned into the world's fastest growing city. In 1920 its population was 579,033, to Río de Janeiro's million. In 1947 it was 1,776,000 against the capital's 1,994,000. In 1950, it was 2,227,000 to Río's 2,413,000. In 1952 it issued 18,920 building licenses for new homes and flats.

Its industrial growth has been equally astounding. In the 30 years between 1908 and 1938 the value of its industrial production increased fifty-fold. It is still increasing at much the same rate. Industry is, fortunately, much more diversified than usual in manufacturing cities. The main ones include food processing, textiles, clothes, paper, pottery, chemicals, leather, tobacco, rubber manufactures, timber, cement, iron, and steel machinery, building and construction materials. The next main development is likely to be the establishment of an aluminium refinery; there are high grade bauxite deposits within easy reach of the city.

In December, 1952, São Paulo had 19,286 industrial establishments employing 436,850 workers. Textile workers accounted for 23 per cent., and metal workers for 18 per cent. Over half the total industrial production for all Brazil is accounted for by São Paulo.

The two great reasons for the city's development lie in its position at the focus of so much agricultural wealth, and in its climate, which makes the Paulistas the most hard working and energetic people in Brazil. There is another and a most potent factor which explains its industrial growth: the availability of endless power. In the

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absence of good coal and other fuel supplies, Brazil has to depend on hydraulic power for its energy. And São Paulo has close at hand (about 35 miles by transmission line) one of the world's greatest

hydraulic developments.

Water falling on the plateau on which São Paulo is built forms rivers which flow towards the interior and finally reach the sea at Buenos Aires, 2,500 miles away. Cheap electrical power has been tapped by damming two rivers into two huge artificial lakes—Lake Guarapiranga and the Río Grande Reservoir. Each of these dams backs up about thirty miles of streams which originally flowed inland to the Paraná River. Turbines at the foot of a 2,160 foot drop are capable of generating 1,000,000 horse-power, about three times the power used to-day. This is the main source of power for São Paulo and Santos, though there are other hydraulic plants supplying both cities. The result has been that São Paulo now consumes some 140 million k.w.h. a month.

The shape of the town is an irregular polygon. The shopping, hotel and restaurant centre embraces the districts of Largo do Arouche, Praça da Republica, and Rua Barão de Itapetininga. The commercial quarter, containing banks, offices and shops, is centred within a central district known as the "Triangulo," comprising Rua Direita, Quinze de Novembro, São Bento and Praça Antonio Prado, but it is already rapidly spreading towards the apartment and shopping district of Praça da Republica, where several of the most important banks have recently opened branches. Without exaggeration, the "Triangulo" can be considered the commercial

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heart of Brazil.

Many wide avenues have recently been driven through crowded areas of narrow streets; the most notable is the five-traffic way of Anhangabahú in the centre of the city; this leads into the Avenida 9 de Julho, proceeding through double tunnels to the outskirts of the city. Both arteries are spanned by several wide and modern viaducts.

Three suburbs: Braz, Mooca, and Lapa, are given up to manufacture and to housing the factory workers.

Close to the viaduct that leads to the smart and busy Praça do Patriarcha, can be seen the magnificent headquarters of the São Paulo Light and Power Co. Ltd., an imposing building in the classic style. It faces across the viaduct the Conde Francisco Matarazzo building, covered entirely with white Carrara marble. Looking over this viaduct to the commercial centre, the landscape is dominated by the great pile of the Bank of the State of São Paulo with its 32 storeys and a turret (529 ft. high) which supports a modern television aerial; close to this bank is the once famous Martinelli building, twenty-five storeys high. From the top of these buildings (permission for a visit is granted) there is in every direction a wonderful view of the whole city and surrounding country.

The picturesque public garden, Jardim da Luz, with its gorgeous flowers, is immediately opposite the handsome Luz Railway Station. The Largo do Palacio is the site of the chief public buildings. The Viaducto do Chá, which bridges a pleasing park, leads to the Municipal opera house, a building of great size and magnificence, which in its turn faces the imposing building of the Casa Anglo-Brasileira, formerly Mappin Stores. Behind the opera house, and adjoining the Esplanada Hotel, is the majestic square building of the Companhia Brasileira de Investimentos, with its thirty-three storeys; this is the largest concrete building in South America. The Avenida Paulista, as well as the "jardins" America, Paulista and Paulistano contain mansions of great beauty and interest and are on part of the route to the famous Butantan Institute or "snake farm," of world-wide reputation. About 10 minutes' walk from the centre of the city is the fine new Municipal Market, covering an area of 27,000 square metres. This majestic building in concrete, with its fluted pillars and stained glass windows, is one of the busiest sights of the town.

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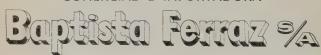
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Sections are devoted to the sale of all kinds of fruit, vegetables, fresh meat, groceries, fish, birds and flowers. The visitor is impressed by the many up-to-date arrangements for his service and comfort, ranging from a telephone at each stall to the powerful pumping system whereby the market is thoroughly washed daily with water drawn from three reservoirs of a good size. Apart from this central market there are also in various residential districts most picturesque local street markets on certain days of the week. The new Municipal Library, 15 storeys high, surrounded by a pleasant and shady garden, as well as the Modern Art Gallery and Museum, at Rua 7 de Abril, are well worth visiting.

The grandiose Municipal Stadium in the Pacaembú valley, a new and flourishing residential district is well worth seeing on a Sunday or, preferably, on a Wednesday night when some important football match takes place. Built on Olympic lines in an area of 75,500 square metres, it holds nearly 100,000 spectators; this is considered one of the most up-to-date sports arenas in South America. Besides the flood-lit football ground and athletics field and basket-ball court, there are also a covered gymnasium, open-air and covered tennis courts, a magnificent illuminated 55 yards long swimming pool, and a great hall for receptions and rallies.

The palatial Jockey Club racecourse is a fine tribute to the elegance of this fastest growing city in the world. It is in the Garden City district with easy and plentiful access by bus. Race meetings are held every Saturday and Sunday.

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The Municipal, Sant'Anna, Brasileiro de Comedia and the ultramodern Cultura Artistica are the principal theatres, and there is a large number of modern air-conditioned cinema theatres. There are a good many night-clubs and dance-floors, the leading ones being The Oasis, Excelsior Hotel, Arpège, Comodoro Hotel and Club de Paris.

Literature:—" Facts about the State of São Paulo," an excellently compiled book of 227 pages, with maps and tables, covers this most important State in every branch of its economy. It can be bought from the British Chamber of Commerce of São Paulo and Southern Brazil for Cr.\$120.00.

Culture and Education: There are three universities of note: the official university of São Paulo, the Holy Catholic University, and the Mackenzie University. The Biological Institute and the Agronomical Institute—the latter in the neighbouring city of Campinas—are outstanding in the field of scientific research.

Among private institutions, both the Museum of Art and the

Museum of Modern Art have notable collections.

Entertainment: The city has several first class theatres, large orchestras and choirs, dramatic schools, ballet companies, and the

usual multitude of cinemas.

Sport: The most popular is association football. The most important matches are played at Pacaembú Stadium, one of the largest on the continent. At Interlagos there is a first-class racing track. Swimming, horse riding, roller skating, cycling, car racing, hunting and fishing, flying, golf, hockey, tennis, shooting, fencing, boxing, water polo and track and field sports are all very popular.

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Trade Fair: The first International Trade Fair of the City of São Paulo and the Fourth Centennial Exposition will be held in 1954 at Ibarapuera Park, near the downtown business district. Lakes, woods, avenues and pavilions, harmoniously distributed, will occupy more than 1,800,000 square yards.

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There are restaurants "à la carte" in all the hotels.

(For announcements of local hotels and business houses see also the later section

of this book "Local Classified Advertisements").

Restaurants:—Besides the above-mentioned first class hotels, there are very good restaurants, such as Casa Mappin, Freddy, La Popote, Inter-Americano and Confeitaria Fasano.

Tea Rooms:—Mappin, Fasano, Viennense, Jaraguá, Liú.
Golf Courses:—There is an 18-hole club at Santo Amaro, and another at São
Francisco just beyond the Butantan Institute. At Pirituba, near Pirituba station,

rancesco justo beyond the Butainan Institute. At Pirituda, ficar Pirituda station, there is a sporting 9-hole course.

Railways:—The Estrada de Ferro Santos a Jundial (ex São Paulo Railway) to Santos and the interior; Companhia Paulista de Estradas de Ferro, into the coffee, fruit and cattle districts; Central do Brasil Railway to Río de Janeiro; Estrada de Ferro Sorocabana to Southern Brazil and Uruguay; Companhia Mogiana to north-east of the State and South of Minas Gerais.

Roads:—The Presidente Dutra highway, linking São Paulo and Río de Janeiro; 253 miles; the Anchieta highway to Santos, 39 miles; the Anhanguera highway to Campinas, 55 miles; to Goiás, via Ribeirão Preto, 764 miles; to Curitiba, Florianopolis and Porto Alegre, passable all the way in the dry season; to Belo Horizonte (under construction), the São Paulo section in good condition; to Cuiabá (Mato Grosso) via Ribeirão Preto, almost completed; to

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British Consulate General-Rua 7 de Abril, 264, 13th floor of Edificio Gustavo Eduardo Tafet.

American Consulate General—Largo de São Francisco, 181, 5th floor.

British Chamber of Commerce of São Paulo and Southern Brazil—Rua Barão de Paranapiacaba, 64; Caixa Postal 1621 (Telegraphic address: "Britchamb ") São Paulo.

American Chamber of Commerce for Brazil-Rua Formosa, 367-29th floor.

Samaritan Hospital—Rua Conselheiro Brotero, 1486.

Banco do Estado de São Paulo, Rua 15 de Novembro, 251.

Sociedade Brasileira de Cultura Inglesa—Rua José Bonifacio, 110 and Avenida Hygienopolis, 449.

Bank of London & South America, Rua 15 de Novembro, 165. Royal Bank of Canada, Rua 15 de Novembro, 240. Banco Hollandês Unido, Rua da Quitanda, 101 and 114. The National City Bank of New York, Praça Antonio Prado. The National City Bank of New York, 1748 Antonio Franco. First National Bank of Boston, Rua 3 de Dezembro, 50.

Banco do Brasil, Rua Alvares Penteado, 112.

Banco Brasileiro para a America do Sul S/A, Rua 15 de Novembro, 213.

Banco Auxiliar de São Paulo, Rua Bôa Vista, 68/74.

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PORTO ALEGRE L. Figueiredo (Sul Riograndense) S.A. Rua Capitão Montanha 117

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All America Cables & Radio Inc., Rua da Quitanda, 100-106. Branch Office: Hotel Excelsior.

The Western Telegraph Co. Ltd. (British), Rua 15 de Novembro, 245. Branch Office: Rua Conselheiro Crispiniano, 28.

Royal Mail Lines :-

Praça da Republica, 76 (Edificio Maria Christina).

Travel Agents:—Miller & Cia. Lda., 76, Praça da Republica; Exprinter—Rua Barão de Itapetininga, 111; Wagons-Lits Cook— Rua Marconi, 101; Robintur, Praça da Republica, 78.

Excursions:—By making full use of trams and buses or the "auto-lotação" (collective taxi), a number of interesting and inexpensive excursions can be made:

The Butantan Snake Farm and Museum (Instituto Soroterapico) just outside the suburb of Pinheiros, is the most popular tourist attraction in the city. On request the keeper will extract poison from a snake; the antidote made from the venom has reduced deaths from snakebite by 80 per cent in Brazil. It is open daily from 8 a.m. to 4 p.m.

The Museum Paulista (Ipiranga), in the suburb of Ipiranga, is a huge palace set in a beautiful park with coloured fountains and statuary gardens. Here is the famous Ipiranga Monument to commemorate the declaration of Brazilian independence from Portugal. The mud hut in which Dom Pedro I spent the night before his famous cry of Ipiranga—Independence or Death—is preserved in the park. Behind the Museum is the Ipiranga Botanical Garden. Open on Tuesdays, Thursdays, Sundays and holidays from noon to 4 p.m.

Eldorado Beach and Sete Praias, on the new Santo Amaro Lake, has a good hotel, restaurant, bathing houses, rowing and launch trips. Besides the usual trams and buses, the Hotel Terminus runs a station-waggon to their Sete Praias hotel on Saturdays, I p.m., and Sundays 8.30 a.m., returning 5 p.m. Return fare: Crs.\$ 40.00.

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The Parque do Estado and Observatorio Astronomico on the Agua Funda road (Av. Jabaquara), is one of the most picturesque spots in São Paulo. There is a vast garden esplanade surrounded by magnificent stone porches, and a very fine orchid farm worth seeing during the blossom season: May, June to November, December. Over 32,000 different kinds of orchids are cultivated.

Parque Agua Branca (Avenida Agua Branca, 455) contains beautiful gardens with specimens of tropical plants, Brazilian birds and wild life. Pavilions house a well stocked aquarium, a zoo, and

exhibitions of food produce.

Horto Florestal and Parque da Cantareira, a beautiful lake surrounded by park land. A museum shows specimens of Brazilian woods and the furniture made from them. (A tram to Cantareira Railway Station or a bus to within short distance of the park). In Tremembé, a little beyond Cantareira, half an hour from the downtown area, is Parque Florestal, containing examples of nearly every species of Brazilian woodland flora. One of its attractions is the Museum of Brazilian woods.

Santo Amaro Dam (Old Lake), is 3 kilometres from the centre of Santo Amaro suburb. This is a popular sailing and motorboat resort with several sailing clubs and many attractive cottages along the shore. There is a tram (40 minutes) and a bus (30 minutes) to Santo Amaro. A tram goes from Santo Amaro to Soccorro Station, 8 minutes' walk from the lake. There is a bus from Santo Amaro

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325

to the lake, which provides water for the hydro-electric plant at Cubatão.

Interlagos, which has an autodrome with 18 kilometres of track, is São Paulo's lake resort on the Santo Amaro dam (splendid beach, bathing houses, a comfortable hotel for week-end and permanent guests). It can be reached from Santo Amaro by bus.

To Pico de Jaraguá, an excursion for those interested in climbing and in picturesque scenery. It lies between Taipas and Pirituba. Trains leave Luz Station for Taipas, 30 minutes. There is a walk of two kilometres to the foot of the hill before the climb begins.

Daily services, at frequent intervals, of modern and comfortable "limousine" motor-cars are now running regularly from São Paulo to Río de Janeiro, Santos and its various beaches, as well as to the majority of the hydro-mineral "spas" throughout the State.

Visits to "fazendas" and round trips by motor into the surround-

ing country can be organised by the travel agencies.

All the above routes are also served by ultra-modern buses of the "Pullman" type recently imported from abroad.

TRIPS TO THE FAR WEST.

In the far west, in the state of Paraná, is the tremendous waterfall known in Brazil as Sete Quedas (the Seven Falls), and in Spanish Latin-America as the Guaira Falls. From São Paulo these and the Iguassú Falls can be visited. Brazilian air companies fly to the Iguassú Falls via Curitíba from either São Paulo or Río de Janeiro. The Sete Quedas are 80 miles up the Alto Paraná by boat, and a short rail journey up to the falls. A good way of visiting both is to go 560 miles by Sorocabana railway from São Paulo to Presidente Epitacio (Porto Tibiriça), a port on the Paraná. This takes 27 hours. A small river boat (2 days) is then taken downstream to Guaira, 250 miles to the south—a rough and romantic river voyage through tropical forest. The four miles from Guaira (where there is a hotel) to the falls are done by car. The great river, 3 miles wide, hurls itself through the rocky gorges of the falls with a tremendous roar. Many of the falls are from a 100 to 130 feet high. This is the most enormous volume of falling water in the world; it is double Niagara's.

From Guaíra a short railway and a road round the falls (2½ hours) run to Porto Mendes, down below. Eighty miles down the river

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(6 hours by boat) is the little town of Foz do Iguassú (hotel), at the junction of the Alto Paraná and the Iguassú rivers. Brazil, Argentina and Paraguay meet here. The Falls of the Iguassú, which rises near Curitíba far to the east, are 12 miles by road from Foz do Iguassú.

They are described on page 154.

From Iguassú the traveller can return to São Paulo or Río de Janeiro by air, fly on to Asunción and Buenos Aires, go by boat down river all the way to Buenos Aires, or only as far as Posadas to take a train for Buenos Aires. Some tours go by boat to Posadas, from there by train through Argentina to Paseo de los Libres on the Río Uruguay, across the river to the Brazilian cattle town of Uruguayana, then east by air or rail (28 hours) to Porto Alegre. The land and river trips are an excellent way of seeing the country, but they require a certain amount of stamina.

Towns in the State of São Paulo.

Transport: Another great factor in the development of São Paulo city has been its railroad facilities. The São Paulo railway, with its broad gauge tracks, runs from Santos to São Paulo, and across the low mountains which separate São Paulo city from the interior to its terminus at

Jundiaí, 36 miles from São Paulo, to which there is a road as well. (It is also served by the Sorocabana—Jundiaí branch of the Central Brazil railway). There are textile factories and other industries. The district grows coffee, grapes and grain. Population, 39,560.

Hotels: Jardim; Guarani; Petroni.

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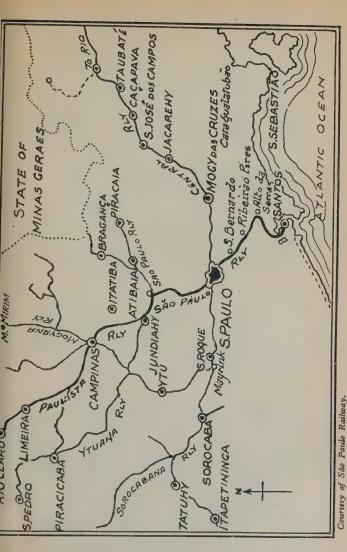


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The Paulista Railway, with the same broad gauge, continues from Jundiai through Campinas, Limeira, and São Carlos do Pinhal-

the richest part of the state.

Campinas, 65 miles from São Paulo, a town of 101,746 inhabitants, is important as a clearing point for the coffee crop of the area. There is a highly picturesque motor road from São Paulo for those tourists who wish to see the plantations and visit the beautiful waterfall of Salto d'Itu.

Main products: coffee, cereals, cotton, sugar, and vegetable oils. There are sugar refineries, foundries, tanneries, soap and cosmetic works.

Hotels:—Pinheiro, Victoria, Campinas.

Limeira, beyond Campinas by rail or road, is a busy town where hats, matches and coffee machinery are manufactured. It is the largest centre of orange cultivation in São Paulo State, and has a large modern American packing house. Population, 27,962.

São Carlos do Pinhal, 102 miles beyond Campinas, lies on the Monjolinho River, at an altitude of 2,700 ft. A considerable trade is carried on in the products of the district: coffee, sugar, cereals, tobacco, cotton, cattle, and potatoes. There are breweries, dis-

tilleries, and textile mills. Population, 31,539. Hotels: Accacio, Henrique.

The narrow gauge Mogiana line connecting with the Paulista at Campinas, covers the north-eastern part of the state. It goes through Riberão Preto and into the Triangulo of Minas Gerais, a great fattening area for beasts, which are railed to the frigorificos of São From Araguari, its terminus, another company has built a line into the state of Goias.

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Ribeirão Preto, the centre of a rich coffee-growing district, is also a seat of the steel industry. The town is 262 miles from São Paulo city by railway or by road. Population 65,081. Altitude, 1,930 ft. It is a distributing centre for the interior of São Paulo State, and certain districts in Minas Gerais, Goias, and Mato Grosso. Products: coffee, cotton, sugar, grain, and rice.

Hotels: Central, Modelo, Gloria.

Uberaba, in the state of Minas Gerais, is on the Río da Prato, 440 miles from São Paulo. The town serves a wide cattle raising district. There are local sugar mills and lime plants. 2,300 ft. Population, 43,915.

The spa of Araxa, in Minas Gerais, is 120 miles to the east by

Hotels: Modelo, Central.

All the southern part of the state and most of its western area is covered by the narrow gauge Sorocabana railway. The main line runs from São Paulo through Sorocaba to Baurú (274 miles). Here it connects with the Noroeste, which runs across the Paraná river and the state of Mato Grosso to Corumbá, 760 miles. (A continuation of this line into Bolivia is now approaching Santa Cruz, near the oil fields of Bolivia).

Of the Sorocabana's many branches, one starts off from a junction near Sorocaba and extends (through connections with other lines) across the states of the south to the border with Uruguay; from the

border there are connections to Montevideo.

From Mayrink there is a branch to Santos (84 miles), the only



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rail or road branch in the vast area which by-passes São Paulo city.

Sorocaba, 68 miles west of São Paulo, is the fourth most important industrial centre in Brazil. The altitude is 1,770 feet, and the climate temperate. The population is 69,631. It has cotton and silk spinning and weaving mills; produces cement, fertilizers, footwear, hats, alcohol, wines; there are railway workshops, extensive orange groves and packing house installations, printing works, and electric power plants. It is an important cotton growing centre. Other products are timber, sugar, cereals, coffee, and minerals.

Hotels: Viajantes, Roma, do Comercio.

These railways and the extending roads permit São Paulo city to draw sustenance from and to serve an ever enlarging area. The Triangulo of Minas Gerais and parts even of the state of Goias converge naturally by road and rail on São Paulo. The Triangulo has large herds of cattle and, for the sertão, a dense population; Goias is now producing tobacco and cotton, though not as yet in great volume. Of late north-western Paraná has developed coffee plantations on frost-free slopes. The area, too, grows cotton and has large timber reserves. North-western Paraná's connections by road and Sorocabana railway are with São Paulo, not with the state's capital, Curitíba.

A further very great increase in the population of São Paulo city is inevitable as the result of still greater industrialisation and the agricultural development of the vast area it serves. Its population is

already greater than that of Rio de Janeiro.

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Southern Brazil consists, from north to south, of the three states of Paraná, Santa Catarina and Río Grande do Sul. The conformation of the land is not unlike what it is further north; the Great Escarpment runs down the coastal area as far as Porto Alegre, receding from the coast in a wide semi-circle between Paranaguá and Florianopolis. Beyond it, as in São Paulo, is an inner lowland rising to a vast hilly plateau. But south of Tuberão to the borders of Uruguay the hills of southern Río Grande do Sul, which never rise higher than a 1,000 to 1,500 feet, are fringed along the coast by sand bars and lagoons. Río Grande, the largest port in the area, stands at the opening of the largest of the lagoons—the Lagôa dos Patos; Porto Alegre, the greatest city in the area, stands at the head of the same 150 mile long lagoon.

North of the Río Uruguay the land is deeply forested, but the area of prairie, small in São Paulo, Paraná, and Santa Catarina, grows more extensive than the forest south of the Uruguay valley. In southern Río Grande do Sul, south and west of the Río Jacui (draining into the Lagôa dos Patos) there are great grasslands stretching as far as Uruguay to the south and Argentina to the west. This is the land of the gauchos, herding unimproved cattle for their hides and tallow and the xarque, or salt beef eaten by the poorer

people of the cities.

There are three sharply contrasted types of colonisation and land owning in Río Grande do Sul. During the colonial period wars with the Spaniards of Uruguay were frequent. In order to hold Río Grande do Sul more effectively, the Portuguese government brought into

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Yes, that was the year—right at the epoch when Brazil, and especially São Paulo, began looking forward to an era of economic progress and laying the foundations of the great industrial edifice, which it presents today. It can be truly said, that the foundation of the Companhia Antarctica Paulista in that year, was also the forerunner of the industrial development of São Paulo, which today bids fair to become one of the world's leading industrial centres.

Once started, the Company has not ceased growing, but this is not to imply that it "just grew." It is rather meant to prove that the men who stood at the helm from the days of its inception up to the present were up to the task. Like any individual, the organization had to survive vicissitudes of sundry nature until it reached the present state of development. Everyone who is familiar with the economic history of Brazil and especially of São Paulo in the course of the latest sixty years, can well understand all obstacles every one of its industrial ventures has had to overcome, inherent to a new country.

Thus the history of the Companhia Antarctica Paulista since its foundation in 1891 runs parallel with the economic history of Brazil in the same period. It so happened, that in the last decade of the past century a handful of enterprising and economically-minded men in the city of São Paulo became aware of the idea that the growing country and the expanded market was ripe for a new industrial undertaking, as the people of this country rightly demanded an adequate supply of a product, which until then had been conditioned to restricted quantities, because it had to be imported and therefore cost a relatively high price—a good quality BEER.

Indeed, to all kinds and classes of people, beer has been for centuries, yes, for thousands of years, a blessed gift from the gods that be, destined to carry men through physical and mental exertion, as well as through their lucky and unlucky moments, re-establishing the fitness of body and soul, and thus becoming their loyal and efficient co-worker.

Therefore, it can be appropriately be surmised that back in 1891 this country was at the stage where it craved for "a good glass of beer." And these enterprising men provided it, with the circumstance, however, that they apparently had not adequately measured beforehand the real extent of their venture, with the "insurmountable" difficulties that lay ahead—luckily, too, for if this had been fully realized, probably the adjective "phantastic" should have applied and the project been postponed another decade or two.

Yes, it cannot be disputed that there was a craving for a good glass of beer, but out of all the ingredients and materials that are necessary for the making up of this popular requisite, Brazil had at the time within its boundaries practically only one—WATER. It was dependent on overseas for all barley, hops, bottles, closures, labels and a long array of other materials, as well as machinery and specialized equipment.

Yet, all drawbacks were soon removed, and as a result of the tremendous will-power and untiring efforts on the part of the founders of the enterprise and of the steady co-operation that came to them from the other countries, the project became a reality and golden beer, God's gift, was soon flowing from taps and bottles to fulfil a just desire for it.

At any rate, it was so far a small beginning and the struggle was only begun. But the wheels continued going and the new organization overcame an unending series of difficulties, which, by the way, is the corollary of every long term industrial, nay, human endeavour. Today the Companhia Antarctica Paulista stands as a proud achievement and attends in full dress the commemoration of the Fourth Centennial of the Foundation of the City of São Paulo, which occurs this year, as one of the greatest signs of its industrial progress.

With its steady demand for raw materials, has the Company been instrumental, since its inception, in creating a number of new industries, as well as extensive agricultural developments. Although it must always be dependent on the foreign markets for a substantial quantity of the materials needed, these are already being in great part furnished out of the country's own agricultural and industrial

sources of supply.

The popularity of the name Antarctica has by no means been restricted to the city or to the State of São Paulo. It has won equal appreciation by the people in all parts of Brazil, where its products are in steady demand, and with a view to better meeting this demand the Company has built a number of branch factories and distribution centres at various other points throughout the country, that make it no longer a regional undertaking, but a country-wide endeayour.

Besides different brands of beer, to satisfy all individual tastes and requirements, the Companhia Antarctica Paulista produces also a representative line of soft drinks, which include the popular "Guaraná," acclaimed throughout Brazil by young and old as the favourite refreshment. The Company produces also a series of brandies, compound wines and liqueurs, the high quality of which ranks with any in the world. Further, the Company produces ice, carbonic acid and many sub-products at various of its plants.

As is usual with most long-established industries, the Companhia Antarctica Paulista can also claim a "secret." for its growth. This secret, however, is one that can be plainly and fittingly disclosed in a simple word, which alone represents a sound philosophic content. This word is—FAIRNESS. It has been the implied formula for the stupendous development of this industrial and commercial organization. As a matter of cold fact, since its inception and throughout the whole course of its growth up to the point where the Company stands today, the spirit that has guided its successive administrations has above all been one of fairness, not to any privileged individual, group or association, but to the public at large.

Practically all parts of the earth contribute, whether in raw materials, physical equipment and—last but not least—in men, who make available their specialized knowledge and skill. Thus, the products that become necessary from other parts of the world are combined with the resources, the human energy and the technical and commercial development of Brazil to keep this splendid mechanism

in full swing.

All plants and offices of the Companhia Antarctica Paulista, not only at São Paulo but as well as throughout Brazil, keep abreast of all progress of the industry, with the newest and most efficient types of machinery and other equipment. This, with the rigorous standards maintained in the selection of all raw materials and the technical leadership that constantly stays at its service, enables the Company to achieve and maintain a standard of quality for its products which is unexcelled. However, the Company does not restrict its attention solely to the equipment and materials that make up its products, but is constantly intent on giving all of its personnel, both at the offices and at the plants, the best

possible working environment. The best hygienic conditions are maintained for the benefit of these workers, with full care given to the prevention of accidents, which show an unusual low rate of incidence compared with similar industries. For the benefit of the same workers the Company maintains modern and up-to-date cafeterias, where they can obtain a substantial and wholesome meal at a nominal price.

The story of the Companhia Antarctica Paulista would not be complete without relating at the same time the important social development that arose from it under the name of Fundação Antonio e Helena Zerrenner. By the will of Antonio e Helena Zerrenner, a couple who possessed a substantial portion of the shares of the Companhia Antarctica Paulista, they bequeathed their possessions to the building of an organization for the benefit of the employees of the Company. This design, which was again confirmed in the last will of Mrs. Helena Zerrenner, who had survived her husband and deceased about two decades ago, has been faithfully carried out in the establishing and maintaining of the Fundação that carries their name. This organization has already grown to a recognized national institution and is presently in charge of an extensive programme of social assistance, benefiting workers of the Companhia Antarctica Paulista and subsidiaries, as well as their families, contributing effectively to their physical and mental well-being and offering in addition diversified opportunities for their education and social advancement.

The name of the couple who, through their will, made financially possible this wonderful organization of social assistance, calls also to the fore the name of the able, loyal and energetic follower and principal executor of this programme, Dr. Walter Belian, to whom an identical measure of recognition is due for the coming into being of the Fundação.

It must be remarked that the financial resources for the development of this social programme have not come entirely from the legacy, but other share-holders of the Company, especially the second largest group, namely the family von Bülow, have constantly made substantial additions.

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SÃO PAULO

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the grasslands of the south a number of Spanish settlers from the Azores; these soldiers inter-married with the Brazilian herders in the area. The present day gauchos of the pasture lands are descendants of these two strains. West from Porto Alegre, in the floodlands of the Rio Jacui and its tributary, the Rio Taquari, rice is cultivated almost exclusively by a large group of Brazilians of European origin in typical Brazilian fashion: large estates with tenant workers. In spite of the fact that the floods in the rivers occur inopportunely for rice growing, this area is still important as a source of supply for the Brazilian home market.

At São Leopoldo, north of Porto Alegre, a group of German peasants and craftsmen were settled in 1824 and all on their own small farms. During the next 25 years over 20,000 Germans were brought into the area by the Brazilian Government. The Germans concentrated on rye, maize, and swine. Between 1870 and 1890, Italians from northern Italy arrived in numbers and settled north of the Germans, at Alfredo Chaves and Caxias. They brought vine

culture with them.

Further up the coast, in Santa Catarina, a group of Germans was settled at Lages in 1822. Because of Indian attacks they retreated to Florianopolis but gradually made their way inland again. In 1848 a new German, Austrian and Swiss settlement was made at Blumenau. They spread inland over the mountains to Joinville, inland from the port of São Francisco. The Italians came later. Over northern Río Grande do Sul and Santa Catarina the vast majority of people to-day can still speak German or Italian or at

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least trace their origin from these peoples.

The Germans of Santa Catarina pushed north into the state of Paraná, but there are comparatively few of them and they are widely scattered. The Italians were first in Paraná, but to-day most of the settlers are of Slavonic origin-Poles, Russians, Ruthernians and Ukrainians. Paraná has made astonishing progress in the last few years. Due to a marked increase in coffee and grain production, the state is now the second largest agricultural producer and the third largest exporter. In Alto-Parana a comparatively new town, Londrina (Hotel São George), has grown beyond recognition, a typical index of expanding prosperity.

There is one very important difference between these settlers in the south and the settlers in São Paulo. In São Paulo the farm structures in the settlements have a temporary air; the settler has little sentiment of attachment to his land and is ready to uproot himself either to live in a city (his dearest wish) or elsewhere to try his chances with a new boom crop. But in the south the settlements are permanent; the homes are solid; the settlers are attached to their plot of earth in the European sense. It is a good augury for the future of Brazil that the population in the south, with their stable

relationship with the land, is increasing rapidly.

Some observers have put this thrustful energy and stability down to the cooler winters of the south. At Santos the average temperature of the coldest month is 66°F. At Blumenau it is 58.3°; at Porto Alegre it is 56.3°. The summer temperatures are no more than a degree lower than at Santos. Preston James puts the stability down to the fact that no "boom" crop has yet appeared in the south.

Río Grande, at the entrance to the Lagôa dos Patos, ranks fifth in importance among the major ports of Brazil. It is the most southerly port available to ocean-going steamers, 730 sea miles from Río de Janeiro, 300 from Montevideo, 600 from Santos. Population

64,241.

Río Grande is the distributing centre for the southern part of Río Grande do Sul. Its cattle and meat industries are important. The Frigorifico Swift, installed at the entrance to the port, has a killing capacity of 2,000 head of cattle per day, and operates from December to July. There are also woollen, jute and cotton mills, an oil refinery, canned goods, tobacco, and fisheries.

There are good coastwise and transatlantic steamship services to and from Europe, Río de Janeiro (three days), River Plate, and The airport is 7 miles from Praça Xavier Porto Alegre (18 hours).

Ferreira, the centre of the city.

Landing: - Coastwise - alongside wharf; transatlantic - by tender.

Hotels:—Paris, Grande, Globo, and others.

Excursions:—To Vila Siqueira, a seaside village on the Atlantic Ocean, 20 minutes by car, 40 minutes by train. The bathing beach near the village "Casino," as it is called, is a popular seaside resort in the State, now being supplanted by the development of Torres.

Rail:—To Pelotas (30 miles), Bagé (130 miles), Montevideo, and Buenos Aires; daily service via Río Branco and Yaguarão to Uruguay.

Cables: - Western Telegraph Co., Ltd. (British), Rua Andrade Neves, 94.

Pelotas 20 miles up the Lagôa dos Patos, between Río Grande (30 miles) and Porto Alegre: steamers to Porto Alegre stop there a few hours. It is a modern town of 79,649 inhabitants notable for its modern services, but somewhat damp. It has some good buildings

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and gracious parks. The surrounding country is hilly, and the scenery pretty.

Industries: - Xarque, or dried meat; tanneries, flour mills, candles, soap,

furniture and shoe factories.

Main products:—Frozen and canned meats, hides, rice, and grapes.

Hotels:—Grande, Allianca, Rego.

Points of Interest:—Parallet, Amarica, Regu.

Points of Interest:—Park, racecourse, football grounds, tennis and golf clubs, and a large municipal theatre.

Excursions:—Capão de Leão, Piratiny, Jaguarão.

Communications:—Rail to Río Grande (30 miles, 2 hours); Bagé (140 miles); Montevideo, and Río de Janeiro. Bagé (35,340 inhabitants) is in the gaucho cattleland, and exports xarque.

Local steamers to Porto Alegre (18 hours) and to Montevideo and Río de Janeiro

(830 miles) three times weekly.

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Porto Alegre, 170 miles north of the deep sea port of Río Grande, inside the Lagôa dos Patos, lies at the junction of five rivers which flow into the Río Guaiba, and thence into the lagoon which is one of South America's largest fresh water lakes. It is the capital of the state of Río Grande do Sul, and the most important commercial centre south of São Paulo. The Germanic element is still most marked in the city and surrounding districts. At one time about 14

per cent. of its population—450,000—was German speaking.

Standing on a series of hills and valleys on the banks of the Guaíba, with its business centre jutting out into the water on a kind of promontory, Porto Alegre is rapidly becoming one of the most up-to-date cities in Brazil, with skyscrapers, new buildings and roads springing up on all sides. The panorama is delightful. older residential part of the town is on a promontory of fair height, dominated by the Governor's Palace, the imposing stone cathedral under construction, and the two high white towers of the old church of Nossa Senhora das Dores. The granite cobblestone streets at the centre are famous for their undulations, and some have extremely steep gradients. The climate is temperate, and the surrounding suburbs, to which there are frequent bus services, are found agreeable by an increasing number of visitors.

A large number of good concrete roads radiate from the City, and all weather roads are open to São Paulo (3 days) and Lajes (227 miles). Delightful motor drives can be taken throughout the surrounding hills and along the lakeside. The landscape is very hilly and picturesque, in many ways resembling the European

countryside.

Porto Alegre can be considered a port for ocean-going steamers up to a limited draft, fifteen feet six inches being the safe maximum. The channels at each end of the Lagôa dos Patos require constant attention and dredging to keep them open to shipping. There are plans to widen and deepen these channels to allow some of the large vessels to reach the City. British, American and Continental steamship lines maintain regular services of cargo vessels to and from Porto Alegre. Large areas of reclaimed land have been used for building, further areas are still being reclaimed and will be used to extend the present port facilities and quays.

There are two commercial landing fields and one airport, for this is the mid-way calling place for international air services between

Río de Janeiro, Montevideo and Buenos Aires.

Porto Alegre's most important industries are devoted to food

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products, textiles, metallurgy, chemicals and furniture. The chief

exports are rice, timber, tobacco, cattle products and wine.

The industries get their power from coal mined locally at São Jêronimo, a short distance south of the Río Jacuí. The miners live in a most desirable model community. The coal is taken a short distance by rail to the river and carried cheaply by barges to Porto

Hotels:—City Hotel, Umbu, Grande, Novo Jung, Preto, Paz, Carraro and others.

Points of Interest:—The Racecourse, on which meets are held Saturdays and Sundays; The Country Club (picturesque 18-hole golf course and riding); the Parque Farroupilha, which includes a small zoo and botanical gardens; and a number of picture palaces and theatres. The city water works attractively laid out with surrounding gardens are one of the sights of Porto Alegre.

Excursions:—Tristers, Language Bales Navo (fine Alegre)

Excursions: - Tristeza, Ipanema, Belem Novo (river bathing resorts served by Excursions:—Tristeza, Ipanema, Belem Novo (river bathing resorts served by bus routes), Belem Velho and Caixias (up in the hills—the latter being the centre of the Brazilian wine industry), Tramandahy, Imbe and Cidreira (on the Atlantic coast and two to three hours distant by road). Visitors should also drive to the nearby towns of São Leopoldo and Gravatahy, connected by concrete roads to the city, and to Novo Hamburgo (New Hamburg) originally populated by German settlers. Other bathing and holiday resorts (Alegria, Villa Elsa and Florida) are on the opposite side of the river, and easily accessible by river boats and car ferries.

Rail:—To São Paulo (4 days), Montevideo (2½ days), and Buenos Aires. Trains three times weekly to the north, and four times per week to Argentina and Montevideo. The line from Porto Alegre westwards to (240 miles) Santa Maria (population 45,997) and then southwards to (370 miles) Sant' Anna do Livromento (29,906), on the borders of Uruguay, runs through the heart of the little known cattle country. From Cacequy this line is continued westwards to Uruguayana (33,272 people)

From Cacequy this line is continued westwards to Uruguayana (33,272 people)

a cattle town on the Argentine frontier 480 miles from Porto Alegre.

Coastal Steamers:—Brazilian passenger steamers to and from Rio de Janeiro and northern ports regularly; the trip takes about five days to Rio de Janeiro and up to 14 days to the northern ports. Smaller steamers leave twice weekly, calling at intermediate ports. There is no regular direct passenger steamer communication between Porto Alegre and the River Plate.

Addresses :-British Consulate, Edificio Bier & Ulmann, Rua Uruguai, 91, 5th floor.

U.S. Consulate, Rua dos Andradas.

British Club, Av. Carlos Gomes 534 (Mont Serrat). Bank of London and South America Ltd., Praça da Alfandega.

Royal Mail Lines Agents, Avenida Maua 891. British Overseas Airways Corporation Agents:

Cranston Woodhead & Co., Ltd., Avenida Maua 891.
Cia Navegacão das Lagoas, Edificio Paisandú.
Cables:—Western Telegraph Co., Ltd. (British), Rua Sete de Setembro, 1133.

About 300 miles north of Río Grande is the small port of Laguna, in south Santa Catarina. It is from this port that the coal mined at

Tuberão, some 40 miles inland, is shipped to Río de Janeiro to be railed to the national steel mills at Volta Redonda for coking.

Fifty miles to the north, on the island of Santa Catarina, stands

Florianopolis, the capital and chief port of the small state of Santa Catarina, joined to the mainland by a massive steel bridge. It is a port of call for coastal steamers, 450 miles from Río de Janeiro and 260 from Santos. The most interesting thing about it for a visitor is the Wednesday market held on the waterfront; it is crowded with sellers from the hinterland.

Fifty miles up the coast of Santa Catarina by road or sea is the port of Itajaí, at the mouth of the Itajaí river. It is well served by coasting and some ocean vessels up to 16½ ft. draught (it is now being dredged to 21 ft.), and is the centre of an important surrounding and up-country district largely colonised by Germans and Italians. There are good roads to the north, south and centre of the state. The population is 20,017. The main exports are lumber, tapioca

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State of Paraná

Brazil

and tobacco.

Hotels: - Zwaelfer (Cabeçudas); Itajai.

There is a partly built railway inland to Blumenau (population, 22,919), also on the Itajaí river. It is a prosperous agricultural and manufacturing district settled principally by Germans. It is served by good roads.

Hotels: -Bôa Vista, Rex, das Palmeiras, Holetz, Wuerges. Another 50 miles up the Santa Catarina coast is

São Francisco do Sul, a port of call for ocean coasting steamers, which has a railway westwards which gives at Porto União (288 miles) a trunk connection to the north with São Paulo, and Río de Janeiro and to the south with Uruguay. The town serves an upcountry district producing rice, manioc, herva mate, wheat, and timber, principally pine. Population, 22,000.

It has the best harbour between Santos and Río Grande do Sul, and can take vessels up to 23 feet draught at high water, spring tides. Railway and road connections with north and south Brazil are good. It is well served by shipping lines on national and international routes. It exports manufactured and agricultural products, and ships considerable quantities of sawn and manufactured timber, principally pine. Some wharves have railway connection, and so has the first section of the port works, nearly completed. There are air services to north and south at Joinville.

Hotels: —Palacio, Central, Bôa Vista. Excursions: —To Joinville, 22 miles inland, by train (Cr. 822.00 return), or

bus (Cr.\$26.00 return). Bus (return Cr.\$10), to Ubatuba bathing beach facing the Graça Islands at the entrance to the port.

About 25 miles inland by road, rail, or small coasting vessel from

its port, São Francisco do Sul, is

Joinville, a town of 45,000 people at the head of the small Cachóeira river. There is a road through Blumenau to Florianopolis, and there are good road and rail connections with the north, south and centre of the state. The descendants of German settlers, among others, are engaged in agriculture and industry. Small coasting vessels can reach the town.

Hotels:—Palacio, Grande, Avenida, Trocadeiro, Central and Florida. Cables:—Western Telegraph Co., via Florianopolis.

Air Services to Itajaí and the south; also to Curitíba and the north.

The chief port of the state of Paraná is

Paranaguá, lying in a lagoon-like harbour. It has a small modernized quay, and is visited by cargo vessels up to 10,000 tons, but the bar is to be dredged to take ships of more than 30 feet draught. The main products of the state, exported through Paranaguá, are coffee, herva-mate, pine, plywood, bananas, maize, potatoes, earthenware and paper. Steamer passengers go ashore by launch and by 'bus or motor-car into the town, which has a few old churches. The rail journey to São Paulo via Curitíba and Ponta Grossa is 660 miles; by road it is 380 miles ('bus service). Population, 18,500.

Hotels:-Palacio, Fonseca, Atlantico, Litoral, Lullez, Royal, Corbaixo, Filial,

On the inner recesses of the bay is the commercially active town and port of Antonina. A short branch line connects it with the main railway from Paranaguá to (65 miles) Curitiba, the capital of Paraná state. The train takes over three hours for the journey, the most spectacular in Brazil. There are numerous tunnels, with Established 1813

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sudden views of deep gorges and high peaks and waterfalls as the train rumbles over dizzy bridges and viaducts.

Curitiba is a city of about 200,000 inhabitants standing some 3,000 feet above sea-level on the plateau of Serra do Mar. For over a century its bracing climate and picturesque location have attracted immigrants of Slav, German and Italian origin who have imparted a few European characteristics to its buildings and surroundings. Formerly best known as the centre of the herva-mate industry, it has now acquired much greater importance as the capital of a flourishing and progressive state which derives its economic prosperity from extensive coffee plantations in the north and vast timber forests in the south-west as well as fertile areas elsewhere that produce abundant crops of cereals and other foodstuffs. In addition to being the capital of the State of Paraná it is the headquarters of the 5th Military Region and therefore the residence of many officers and their families, and there are barracks for infantry and artillery regiments. There is also a modern and well-equipped military air base. The University of Paraná attracts thousands of students from all over the States of Paraná and Santa Catarina, as well as from more distant States of the Union. Places of interest include: the Coronel David Carneiro Museum with its unique collection of objects of historical interest; Ahú, a picturesque park containing a mineral water spring; the Graciosa Country Club, and others. Also worthy of note are the modern buildings under construction, especially the Civic Centre which is to house in one homogeneous group the Governor's Palace, State Secretariats, House of Assembly, Treasury, Law Courts, etc. A modern theatre and a library are also under construction in the centre of the town.

There is rail communication with São Paulo to the north and Porto Alegre to the south. Highways also connect the city with all the most important towns in the south of Brazil. Most passenger traffic, however, is carried by the many air line companies that serve not only the capital, but also many interior towns. A popular excursion by this means is to the Iguassú Falls. Another interesting journey is that by train to the port of Paranaguá.

Hotels:—Grande Hotel Moderno, Johnscher, Braz, Mariluz, Climax, Palacio.

Magestic, Continental.

Banks: Banco do Brasil, Bank of London & South America Limited, Banco do Estado do Paraná, Banco de Curitiba, Banco Nacional do Comercio and many

Cables:—Cia. Radio Internacional do Brasil, rua 15 de Novembro 570, Western Telegraph Co. (agent only): Lauro Grein, Rua Voluntarios da Patria, 117.

About 63 miles beyond Curitíba the railway from Paranaguá reaches

Ponta Grossa, a town of 44,130 standing at an altitude of 2,930 feet. It ships a considerable amount of herva mate and timber through its ports, Paranaguá and Antonina. Other products include tobacco, rice, bananas, and xarque. Several roads radiate from the town. A railway runs north to São Paulo and south to Río Grande do Sul and the Uruguayan border.

Hotels: - Astoria, Avenida, Bristol, Comercio, Guaracá, Guaira, Palace, Radio,

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The North-East.

The nine states which go to the making of the north-eastern "bulge" in Brazil are best considered as an entity. Regional loyalty

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as well as state loyalty is here strong. The first Portuguese colonists came to Bahía and to Pernambuco. The first great economic development—sugar—gave rise here to an aristocracy of planters; through a succession of able leaders and writers it has exerted, and still

exerts, a great influence in Brazilian life.

The nine states are Bahía, Sergipe, Alagoas, Pernambuco, Paraíba, Río Grande do Norte, Ceara, Piauí, and Maranhão. They by no means form a homogenous unity, but may be roughly divided into two contrasting parts. There are the sugar lands of the deep, dark red soil along the coast between Salvador de Bahía and Natal; they are mostly worked by Negroes and mulattos for the white plantation owners; and the rainfall can be depended upon. The other northeast is the interior north of Natal: Río Grande do Norte, Piauí, and part of Maranhão. Rainfall here cannot be depended upon; it is irregular and there are periodic droughts and floods; the soil is sandy and hard; there is a little agriculture where water allows it but the land is largely pastoral, with shifting herds of cattle. There are few Negroes in the Interior; the inhabitants are mostly of Portuguese or of Portuguese-Indian stock.

The three great crops of the north-east are sugar, cotton and cacao. Sugar is now grown for internal use only, behind tariff barriers. It has long been in decline in the north-east, and now São Paulo, Minas Gerais, Río de Janeiro and the southern states grow five-eighths of the Brazilian total. Cotton, which requires less rain than sugar, is grown in a belt inland from the sugar zone and in the sertãos; in this also the north-east has been successfully challenged by the southern states: São Paulo now produces half the Brazilian crop. Cacao is grown almost completely in southern Bahía, inland

from the port of Ilhéus.

The cultivators of the sugar lands are more or less permanently attached to their land. This is less true of the cotton area. There the great landowners are primarily cattlemen, allowing nomadic tenants to clear their land of brush and plant to cotton, but only so as to turn it into pasture. There is in the north-east, as in southern Río Grande do Sul, a very great difference between the lives and character of the cattlemen of the interior and the cultivators in the coastal zone. The law of the travessão (the boundary between the two) is strictly enforced. On the sea side of the travessão a cattleman must fence his land to prevent his cattle from roaming the unfenced cultivations; on the inland side of the travessão it is the cultivator who has to raise fences. The travessão is slowly moving westwards and encroaching upon the sertão.

The abrupt rise of the Great Escarpment from the sea is ended at Salvador, in Bahía; north of Salvador there is a gradual rise from the coast to the interior. The highland is from a 1,000 to 1,500 feet high in northern Bahía, but rises to only a few hundred feet in Ceara. Ranges of hills and low mountains lift their heads occasionally from

the general level.

South of cape São Roque there is abundant rainfall, but in Pernambuco the zone of ample rain stretches only 50 miles inland, though it deepens southwards. São Luiz in Maranhao also gets plenty of rain, but between eastern Maranhao and Pernambuco lies a triangle, with its apex deep inland, where the rainfall is sporadic, and

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PORT OF BAHIA

(BRAZIL)

Located East of All Saints Bay, (Latitude 12°, 59′ 05″ South, Long. 38° 31′ 25″ Greenwich), the port of Salvador (Bahia) offers wide and easy anchorage. Its manoeuvring basin is protected by two breakwaters, and is accessible by means of two channels, North and South, 33 feet deep at lowest tide, allowing ships in and out without turning.

The dock quays are 1,480 metres long, divided as follows:

- (a) 175 metres for small and shallow draught craft;
- (b) 835 metres with eight metres of water at lowest tide;
- (c) 470 metres with ten metres of water at lowest tide.

355

occasionally non-existent for a year. In this "area of calamity,"—it suffers from floods as well as drought—the tropical forest gives way to the caatinga, or scrub forest trees which shed their leaves during drought. In this area grows the palm which produces carnauba wax

and the tree which produces oiticaca oil.

For several years there has been a steady stream of emigrants from the drought afflicted states of the north-east to the southern parts of the country, and mainly to Río de Janeiro and São Paulo. Over 200,000 left for São Paulo alone in a few months in 1952. This movement of population has been greatly helped by the improvement in the roads: a curious irony. The north-eastern states are being denuded of agricultural workers they badly need.

Ports of the North-East.

Ilhéus, in southern Bahía near the mouth of the Río Cachoeira, 120 miles south of Salvador, serves a district which produces 65 per cent of all Brazilian cacao. With the advent of more roads in the cacao zone the greater part of this produce is now taken to the port by lorries instead of by the old British Railway (now nationalised under the name of Estrada de Ferro Ilhéus-Conquista) originally built for this traffic. Other exports are piassava, cocoa-butter and timber. Population, 23,006.

Hotels: -Britanico, Ilhéus.

Salvador, or Salvador-Bahía de Todos os Santos, to give the place its full title—is the capital of Bahía state and the fourth city of Brazil. It is now linked with Río de Janeiro by rail, 1,424 miles; the trip takes 70 hours.

Salvador has a population of 396,000. It was founded in 1549, and was 'till 1763 the capital of Brazil. Many of its 70 churches, the fortifications, and some other buildings date from the 17th and 18th centuries. The city is divided into two, the Baixa (or lower part), and the Alta (or higher part), on a small plateau some 200 odd feet above the lower city. The commercial quarter is in the lower city, as well as the picturesque market near Praça Cairú with its Negro vendors and customers. Near the market is the old port.

The Government buildings, shopping districts, hotels, and residential quarters are in the upper city, reached from the lower by motor roads and four public lifts close to the Custom House. The

motor roads and four public lifts close to the Custom House. The Lacerda lift gives passengers a 234 foot lift from Praça Cairú in the lower city to Praça Municipal on the plateau. Here is the Government Palace and the Biblioteca Municipal (1811). From the Praça runs Rue Chile, with its luxury shops and hotels, to Praça Castro Alves.

Steep motor roads ascend to the upper city, where interesting drives can be taken along the Avenida, across Praça Castro Alves, past the São Bento Church (rebuilt after 1624 but with fine 17th century furniture), the Instituto Geographico e Historico, São Pedro Fort (1646-1877), and the fine Praça 2 de Julio (also known as Campo Grande), with its column. The route can be continued past the British Club, the Chamber of Deputies, the Victoria and the Graça church (rebuilt 1770), down the Barra Hill, past forts and the lighthouse, at the bar, to Avenida Oceanica and along the sea front to the fishing village of Rio Vermelho. There is a road between Rio

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Vermelho and the airport; it runs picturesquely by the sea for about

8 miles before turning inland to the airport.

Many of the old forts are worth looking at. Near the older churches are still grouped untouched Colonial mansions and dwellings, some with heavily carved doors. The gold magnates of Minas Gerais poured their fortunes into the building of churches; so, a little earlier, did the sugar planters of Salvador. A number of these churches, built in a Brazilian version of the baroque, are worth seeing; particularly the church of the monastery of São Francisco de Assis for its sculptures in wood, and the cloisters of the monastery (ladies not admitted) for its excellent tiles and its paintings; the Cathedral (Torreiro de Jesus, upper city), for its general design, coloured marble and inlaid furniture; Santa Casa de Misericordia (late 17th Century), for its high altar and painted tiles; the Convent of Santa Teresa (for the gate and the tiles in the floor of the kitchen); the 18th century church and monastery of Nossa Senhora de Carmo, for its altar and stalls and statues in the sacristy. A comparison of these churches with a number of simpler and smaller 18th century churches in the city will well repay study. One of them is the Church of Our Lord of Bomfim (or Good End), on the Itapagipe peninsula in the suburbs. It draws an endless number of supplicants (particularly on Fridays and Sundays) offering favours to our Lord of Bomfim set over the high altar. The small open space in front of it is gay with vendors' booths and good-fortune seekers buying anything from a rosary to a lottery ticket. This festivity reaches its height each year at Epiphany. The processions coming to the church in boats and canoes decorated with flowers are particularly interesting.

Once a year Our Lord of Seafarers sets out from a church on the waterfront at Bôa Viagem and is taken aboard a launch with a winged guardian angel at the prow, and oarsmen in white and blue plying blue oars, row him (followed by an escort of boats and canoes) as far as the Church of São Antonio da Barra, where the procession sets out on the return voyage. Upon approaching the beach of Boa Viagem there is always a crowd of bathers ready to greet the procession and the statue is then welcomed by the priests in splendid raiment, and taken back into the church.

The native dishes of Salvador, which can be had at most of the

humbler restaurants, are famous.

Salvador is the largest centre of the cacao and tobacco trades, and is famous for its cigars and cigarettes. It also has large exports of piassava, coffee, hides and general produce. In recent years oil has been found just outside and around the city of Salvador, and is being worked, and to some degree, refined locally, under the auspices of the Federal Government controlled Conselho Nacional de Petroleo.

Landing: - Alongside the quays.

Name. Address. Praça 2 de Julho. Hotel da Bahia Palace Hotel .. Hotel Meridional Rua Chile. Rua Chile. Hotel Nova Cintra Rua Chile. 329, Victoria. Pensão Anglo-Americano

Conveyances:—Motor-cars, Cr.850 per hour, Cr.825 per half-hour or fraction thereof. Runs outside the city usually by mutual agreement. Trams: Cr.80.50; Lifts between upper and lower town, Cr.80.20.

Steamship Services:—Regular calls by the principal vessels to and from

Europe and the States. National coastal steamers.

British Consulate:—Wildberger Building, Avenida Estados Unidos.

Cables:—Western Telegraph Co., Ltd. (British), Rua Portugal, 23. Suboffice: 2 Praça Azevedo, Fernandez, Barra. Cía Radio Internacional do Brasil. Rua Miguel Calmon No. 41.

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British Chamber of Commerce :-- c/o British Consulate.

Royal Mail Lines, Ltd. (Agents: F. Stevenson & Co., Ltd.), Rua Argentina

Aracajú, capital of Sergipe, 270 miles by rail north of Salvador, and the most considerable port between that city and Maceió, has a population of 78,364. It stands on the right bank of the Cotinguiba River, about six miles from its mouth, and is reached by steamer from Maceió or Salvador, or by rail from Salvador.

Industries: - tanneries, cotton mills, coconut, sugar.

Products:—cotton, sugar, rice, coffee, vegetable oils, salt, and hides. Hotels:—Marozzi, Brazil, Internacional.

Between Aracajú and the next port to the north-Maceió-is the mouth of the São Francisco river, whose great falls upstream can be visited from Maceió.

Maceió, capital of Alagoas state, is about 120 miles north of Aracajú, and 120 miles south of Recife, with which it is connected by rail (220 miles) and road. It is a cotton and sugar port with a lighthouse built on an eminence in the middle of the town, quite half a mile from the sea. Its seaport, Jaragua, is 11 miles away. Population: 102,300.

Maceió has still a colonial flavour. Some of its houses are colourwashed and roofed with red tiles. Two of its colonial buildings, the Government Palace and the church of Bom Jesus dos Marires are particularly interesting. There is an enjoyable lake a mile out of the town.

Main Industries: - Foundries, soap, candle, cigar and cigarette factories, cotton

Main Industries:—Pointuries, soap, cantile, eight and eighteit factories, cotton mills, sugar factories and refineries, sammills and distilleries.

Hotels:—Bela Vista, Atlantico, Parque and several small ones.

Bank of London and South America; Banco do Brasil, etc.

Cables:—Western Telegraph Co., Ltd. (British), Rua Sae Albuquerque, 516-520, Jaragua; Telegrafio Nacional.

The Falls of Paulo Afonso, one of the great falls of the world, can be visited from Maceió by taking road or rail to (150 miles) Penedo, on the São Francisco, and rail or launch upstream to the falls (this trip goes through splendid scenery); or by rail to Quebrangulo, and then by car to Pedra station, on the railway to the falls. Pedra is 10 miles from the falls. Above the falls to its source in Minas Gerais there is 1,600 miles of river; from the falls to the sea is 195 miles. The falls themselves, formed by the confluence of 5 branch streams into four cascades, are 270 feet high. "Power tremendous, inexorable, irresistible," was Sir Richard Burton's Below is a deep gorge clothed with dense tropical description. vegetation.

A great power station to supply Salvador and Recife and the neighbouring towns with electricity is being built at the falls. A Tennessee Valley reclamation scheme has been planned for the São Francisco valley, an area three times the size of Britain.

Recife (Pernambuco), ordinarily the first port of call for westbound ocean passengers, is the capital of Pernambuco state and the most important city in northern Brazil. It consists of three portions connected by bridges: (1) Recife (the Reef), lying on a peninsula (the port is often known by this name) (2) São Antonio, on an island between the peninsula and the mainland; (3) Bôa Vista on the

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mainland. The three districts are connected by stone and iron bridges. Because the waterways run through the city, Recife is often called the "Venice of Brazil." Wide avenidas have been cut in recent years, and high modern buildings have replaced the narrow streets of former times. Motor buses connect the business quarter with the suburbs. The population is 522,466 and the proportion of coloured folk is large. Sugar is produced in large quantities, and cotton, coffee, castor seed, etc., are grown in the district. Good motor roads radiate from the city into the state, and a regular passenger service is operated to João Pessoa City. There is a road to Maceió.

The port is 1,120 nautical miles from Río de Janeiro, which is reached in three days by mail steamer from Recife. Maceió is 120 miles south, and Salvador 400. It is served by the National coastal lines as well as by ocean steamers. All mail steamers now go alongside the quay, from which the centre of the city is easily reached.

Shopping Centres:—Rua Nova (New Street) in Recife, S. Jose Market, Rua Duque de Caxias, and Rua Imperatriz.

There are various old churches in the town and some of these are well worth a visit. The best of them are the churches of São Francisco de Assis, on Rua do Imperador; São Pedro dos Clerigos in São Jose district (for its fine facade); Santo Antonio and Conceicão dos Militares, in Rua João Pessôa, and Nossa Senhora do Carmo, in São Antonio, all baroque churches.

The best way of seeing what there is of antiquity or interest is to join one of the tours run by the reputable travel agencies, who also

arrange visits to the sugar plantations and the interior.

Excursions:—Olinda, a seaside resort and the old capital, is five miles to the north and is served by a regular service of motorbuses. This town contains many old Dutch churches, some of which have been converted into monasteries and convents. Particularly interesting are the Preifeitura, once the palace of the viceroys; the monastery of São Bento (paintings, sculpture, furniture); the monastery of São Francisco (splendid woodcarving and paintings); and the colonial public fountain, the Bica de São Pedro. There are some houses of the 17th century with latticed balconies, heavy doors and pink stucco walls.

Boa Viagem is to the south of Recife, and is the newest and most fashionable residential quarter. An imposing promenade runs along the sea shore for a distance of five miles. This commands a striking view of the Atlantic, whilst the other side is fringed with a belt of coco-nut palms among which are modern chalets and villas. The journey by car from the town takes about half an hour, and gives

a good idea of the recent progress made in Recife.

Hotels.

Name of Hotel.	Address.	Reds.	Tariff.
Grande Hotel	Av. Martins de Barros	250	95-220 Cruzeiros
Hotel Avenida	Av. Martins de Barros	150	65-85 ,,
Palace Hotel	Rua do Hospicio, 7	70	60-70
Hotel Central	Avenida Manoel Borba	70	80-200 ,,
Pensão Beau Sejour	Avenida Benfica, 198	24	50-60 ,,
Pensão Petropolis	Av. Rosa e Silva, 975	17	40-65 ,,

Rail:—Recife is the headquarters of the Rede Ferroviaria do Nordeste, with lines south to Maceió, north to Parahyba and Natal, and a central route to Rio Branco. Coastal Steamers: - Three regular lines of steamers run frequently between

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British Consulate, Edificio Seguradora, 7th floor, Avenida Guararapes. U.S. Consulate Edificio da Sul America, 6th floor.

Banks :- Bank of London and South America; Royal Bank of Canada; National City Bank of New York.

Cables: - Western Telegraph Co., Ltd. (British), Praça Arsenal da Marinha 91. Royal Mail Lines: -Rua do Bom Jesus, 226, Recife.

João Pessôa, capital of the State of Paraíba, on the Paraíba River, with 90,853 inhabitants, is used for coasting traffic. Ocean-going steamers load and unload at Cabedelo (6,872 population) 11 miles away by rail, where there is a wharf and a rail connection with Recife (133 miles). The old monasteries and the 18th century church of São Antonio are worth seeing. The city's life revolves round its central square, the Praça João Pessôa. The earth road to Recife is passable all the year round. Products: sugar, long staple, cotton, mandioca.

Hotels:—Luso-Brasileiro, Globo, Paraíba.

Cables: - Western Telegraph Co.'s Agent: Arnaldo Von Sohsten, Praça

Antenor Navarro 47.

About 56 miles to the north is

Natal, capital of the State of Río Grande do Norte. It stands a short distance from the coast, on the right bank of Potengy River, 260 miles to the south-east of Ceara. Sugar and cotton are exported, as well as salt, carnauba wax, and hides. The main industries are cotton spinning and weaving and the refining of salt. The state refines 90 per cent of all Brazilian salt. Weekly coastal steamers serve the port, and there is a railway south through the state of Paraíba to Recife and Maceió. Passable motor roads radiate into the surrounding country. A large air port, used by transatlantic air services, has been built 8 miles from the city. Population: 97,736.

Hotel:-Grande. Cables: - Western Telegraph Co., Ltd., Av. Duque de Caxias 99.

About 260 miles north-west along the coast is

Fortaleza (Ceará), capital of the state of Ceará, with a population of 213,604. It has a protected roadstead where ships drawing up to 27 feet discharge into lighters at Mucuripe Point, 5 miles east of the town. There is also an unfinished quay wall 400 metres long for ships drawing up to 27 feet. Ceará is 610 miles east of Pará and 550 miles from Recife. It is a port of call for European and North American lines and for coastal steamers, who do a large trade.

The district exports cotton, ores, carnauba wax, hides, skins, castor seed and oils both to Europe and America. There are fair motor tracks throughout the state of Ceará and road connection

extends to Recife.

Hotels :- Excelsior and Palace.

Rail: - South to Baturite, Iguatu and Cratheus (480 miles); west to Sobral, the junction of a line north to the port of Camocim.

Bank of London and South America, etc.

Cables:—Western Telegraph Co., Ltd. (British), Rua Floriano Peixoto, 130.

Between the states of Maranhão and Piaui, which has a coastline of only 17 miles, runs the river Parnaníba. At its mouth is the tiny fishing port of Amarração, but 11 miles upstream is

Parnaiba, the port which handles the trade of the state: tropical products and cattle. It has a population of 30,900. Coastal steamers and vessels of the Booth Line from Europe and New York call.

Hotel:-Parnaiba.

About 270 miles up the river is the capital of the state,

Teresina, with a population of 53,425. It is reached by river steamer. From Senado Furtoda, across the river, a railway (281 miles) runs north to São Luiz, on the coast of Maranhão. The town has a few industries and some cotton, sugar, rice and cereals are grown in the area.

Hotel :- 15 de Novembro.

NORTHERN BRAZIL.

The north of Brazil is taken up by the states of Maranhão, Pará, Amazonas, and the Territory of Acre. The whole area, most of it covered with tropical forest, takes up 40 per cent. of the national territory, but contains less than 10 per cent. of the population. Comparatively few of the vast resources of this region have been exploited, and then only in brief bursts of activity which soon die. A case in point is the rubber boom; the sole monument of its glory is now a vast opera house next door to the jungle at Manaus. It is true that the soils, as in all tropical forests, is poor, the rainfall heavy, the humidity high and the climate hot (though not unbearably so), but these factors hardly explain why such an immense area of land should be "one of the world's great deserts," as a writer has described it. The forests, it is true, are formidable, not by their undergrowth, for there is little jungle except where light can penetrate, but by their daunting extent. But that the land can be made habitable, and under conditions which guarantee good health, was proved by the Ford Company plantations.

The area is drained by the tributaries of the largest river on earth, the Amazon. The Amazonian plain is 800 miles in width between the highlands of the north and the highlands of the south at the foot of the Andes, but east of the confluences between the Negro and Madeira rivers with the Amazon, the Highlands close upon it until there is not more than 50 miles of flood-plain between them. Towards the river's mouth the plain widens out again, and extends along the coast south-eastwards into the state of Maranhão and northwards

into the Guianas.

About 350 miles west of Fortaleza (Ceara), 250 miles south-east of Belem, is

Maranhão (or São Luiz de Maranhão), the capital of Maranhão state, which is in the region of heavy tropical rains and deeply forested. Small amounts of cotton, rice, bananas, sugar, oranges, and mandioca are grown, and some cattle raised in the state, but the

collection of forest products is more important.

The city stands upon an island, between the Bays of São Marcos and São José. Its cultural traditions have earned it the name of the Brazilian Athens, for some of the greatest Brazilian writers and poets were born here. The heart of the city is only a few minutes' walk from the harbour. There are still vestiges of colonial days: some quaint, narrow streets, colonial mansions, churches and monasteries and carved doorways. The port is well sheltered.

São Luiz is reached from Fortaleza, Belem and Recife by steamers of Lloyd Brasileiro and Cia Navegação Costeira. Booth Line steamers serve the port from both Europe and New York. Population:

81,432.

Hotel :- Central.

Cables: - Western Telegraph Co., Ltd. (British), Avenida Dom Pedro II, 190.

UP THE AMAZON RIVER.

Route Liverpool-Manaus Booth Line.

Ocean liners of 2,000 tons regularly negotiate the Amazon for a distance of 1,000 miles up to Manaus.

Salinas brings into view the first glimpse of the New World and of the waters of the Amazon, which have changed the colour of the sea from deep blue to pale yellow-green. To starboard is Marajó Island, and opposite a dense green wall of the equatorial forest, with its distances veiled in mist. Between the ship and the shore native catamarans, with blue sails, may usually be seen.

This is the Pará River, one of the mouths of the Amazon, with many forest-clad islands. Small settlements of white bungalows and palm-thatch native huts become frequent. Chapeo Virado is passed, then Mosqueiro, both riverside resorts of the people of Belem

where the ship comes to a momentary rest.

Belem (or Pará), one of the handsomest of South American cities, 90 miles from the open sea and slightly south of the Equator, is the great port of the lower Amazon. The climate is hot (mean temperature, 79°F.), but frequent showers help to keep the streets clean. There are fine squares, broad and shady boulevards, a riotous vegetation, and handsome buildings. Population, 230,181. Praca da Republica is the most considerable of the city squares. Here a tram may be taken to the Goeldi Museum, whose grounds include collections of palms and epiphytes and of Amazonian animal life. The Bosque beyond the Museum is a jungle park. The cathedral is eighteenth century, and the white marble Paz Theatre is one of the largest in the country. The commerce is largely in rubber, nuts, cacao and timber. The roads out of the city are indifferent. A railway leads to Braganca (144 miles) on the seaboard.

Efforts are being made to protect Belem from the flood waters of

the Amazon and to make it a healthier city.

Landing:—Usually alongside.
Cables:—Western Telegraph Co., Ltd. (British), Boulevard Comandante Castilhos Franca, 83-87. Bank of London and South America.

Hotels: - Grande Hotel, Praça de Republica, (see advt., pages 384, 385); Central

Hotel, Av. 15 de Agosto; Avenida Hotel.

Steamship Services:—Regular communication with New York, Liverpool, Buenos Aires, and occasional communication with New Orleans and with Panama Canal and Pacific Coast. Coastal services to Southern Brazil twice weekly; weekly to Manaus, occasional to Iquitos.

British Consul:—Booth Building, 1st floor, Av. 15 de Agosto.

American Consul: -Av. Oswaldo Cruz 288.

The hotels are comfortable and modern. Belem reminds the experienced traveller of the East. There are beggars showing their deformities, naked children with mops of dark hair, white towers, and tall waving palms.

One of the first places to visit is the Bosque, a public garden—an area of jungle left untouched to serve as a public park. This can be reached by motor-car or tram. Paths have been cut into the jungle, disclosing beautiful, curious, and weird sights. The frail assai mingles with the bamboo and great buttressed giants. In the middle

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of the Bosque is a large pond, and nearby is a cave where in semi-darkness hundreds of bats, some of the vampire variety, fly restlessly within inches of the visitor's head.

Passing from the cave into sunlight one traverses the central mango avenue of modern Belem and enters the old town. Here are the market and quayside, with river craft and natives, from the dark-skinned and sometimes fair-haired Caboclo to the coffee-coloured Amazonian Indian and the coal-black Barbadian Negress.

In the Belem market, examples of native work can be purchased cheaply, such as decorated calabashes, snake and onca skins, alligator skulls and teeth, curious pottery, woodwork, pipes and baskets; together with tropical fruit, tobacco, and Amazonian fish. Nearby are the shopping centres in the Rua S. Antonio and João Alfredo. Another place worth a visit is the Zoological Gardens, containing egrets, macaws, parrakeets, and other birds of beautiful plumage. Cages of the fauna of the forest, from the baby coati to the giant onça, or South American leopard, are placed among the palms. Back in the old town, the fort, built where the Portuguese explorers first landed, is the Palace of the Governor of the State, with inlaid floors, and furniture in Amazonian woods; the Cathedral and churches, are worth a visit. The streets contain curiosities. Laid out to dry on the pavement are small balls of crude rubber, cocoa beans, brazil nuts, and other forest products.

A few hours up the broad river the region of the thousand islands is entered. The passage between this maze of islets is known as "The Narrows." The ship winds through lanes of yellow flood with equatorial forest within 20 or 30 yards on both sides. In the Furo Grande the vessel rounds a hairpin bend touching the trees, bow and stern. For over a hundred miles these lanes of water lead through the jungle. Natives in their dugout canoes cease paddling to gaze at the huge vessel. Families of naked children stand

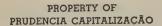
on platforms raised above the flood on poles.

When the sun suddenly goes down, troops of monkeys hold conversation before retiring. The moon silhouettes the line of palms—ghostly in their loveliness—and often the indigo vault is ablaze with lightning. These soundless electric storms, although harmless,

are awe-inspiring.

After the Narrows, the first point of special interest is formed by the curious flat-topped mountains, on one of which stands the little adobe-and-stucco town of **Monte Alegre**, an oasis in the desert of forest. **Santarem**, a few hours up-stream, and on the opposite bank, stands at the confluence of the Tapajós River with the Amazon. Santarem—610 miles from Belem—has 14,604 people in it; a considerable town for these parts. Red tiled houses stand colourfully on the slope rising from the river, and ships are visited by natives with parrots and local handicraft for sale. The yellow Amazonian water is mottled with greenish patches from the Tapajós. By day gorgeous butterflies flit about the decks, and birds of brilliant plumage, disturbed from their siesta, cross the river or fly along the banks. At night, immense moths are attracted by the tiers of lighted decks.

Ninety miles up-river from Santarem is **Obidos**, with a population of 3,487. It is passed during the night. There the river is compara-



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tively narrow, and for many miles little is seen except the wall of the great Amazonian forest. The river shines like molten gold in the rays of the noonday sun, changing to silver when the tropical moon rises in the wake of the ship.

About nine miles from Manaus the steamer leaves the main stream and enters the Río Negro, which is itself some 15 miles wide at the confluence. A noteworthy spectacle here is the meeting of the blue black water of the Río Negro with the yellow Amazonian flood.

Manaus, which is 930 miles from Belem, is reached in four days. The communications of this remote city with the world outside are by river or air. No roads radiate out from it; the rivers are its roads and it is, in fact, the collecting point for the produce of a vast area which includes parts of Peru, Bolivia, and Colombia. But, for all its isolation, there are 110,678 people living there, riding in taxis, their streets paved, their houses lit by electricity. Besides the famous disused Opera House put up by the rubber magnates, there is a Cathedral, a zoological garden, and a market sure to interest collectors of curios. After a brief visit to the forest the sightseer usually, and thankfully reclines in one of the many cafes. He finds it difficult to believe that the average temperature of the city is only 80°.

The products brought into the city for export are mostly rubber,

Brazil nuts, lumber, cacao, and aromatic plants and fruits.

Hotels: —Amazonas, Grande. Bank of London and South America, Ltd

Approximate distances up-stream from the river mouth on the Amazon River (English statute miles):-

Belem	 	 80	Santarem			610
Narrows		 225	Ohidas	 		690
Narrows		 330	Parintins	 		790
Gurupa	 	 375	Itacoatiara	 		940
Oteiras	 	 465	Monane	 		1,060
Prainha	 	 510		 	• •	-,

Liverpool to Manaus, 5,898 miles.

There are regular boat (and air) services from Manaus up the Río Madeira to Porto Velho, a forlornly lost town of 10,200 people in the forested wilderness. It takes from 4 to 6 days to get there, but it can be reached by air. Porto Velho is the terminus of the Madeira-Mamore railway of 200 miles-Brazil's price to Bolivia for annexing the rich Acre territory during the rubber boom. The line by-passes the rapids of the Madeira which interrupt navigation, and gives Bolivia an outlet of sorts to the Atlantic. It was supposed to go as far as Riberalta, on the Río Bení, above that river's rapids, but Brazil never completed it. It stops short at Guajara-Mirim, where there are air connections to Bolivia. It is said to be the slowest railway in the world.

The centre and central-west of Brazil is taken up by the states of Goias and Mato Grosso. Goias, a tableland with vast forests and pastures, contributes little to the Brazilian economy as yet, save gems from its capital, Goiania (41,584 inhabitants), the centre of what agriculture and livestock breeding there is. Mato Grosso is twice the size of Goias: 530,000 square miles, but with a population of only 528,000: not quite one person to the square mile. Mato Grosso (meaning the Great Forest), is entirely covered with forest, much of it waterlogged, west of Campo Grande, on a plateau almost at its centre. But east of Campo Grande the pasture plains begin to appear and here the Noroeste railway which branches from the Sorocabana line from São Paulo at Bauru runs across Mato Grosso through Porto Esperança, on the Upper Paraguay, to Corumbá. A railway is now being built from Corumbá westwards to (406 miles) Santa Cruz de la Sierra, in Bolivia. Trains are running on the first 282 miles of it.

Note.—A recent visitor to Goiania states that it has been laid out with enormous avenues in the belief that it will expand to a city of 500,000. There is as yet no lighting and, oddly, no business houses.

Business is done at Campo Grande, about 5 miles away.

Corumbá, the chief commercial city in Mato Grosso, has a population of 19,211. It is on the Paraguay river, and river boats go between it and Buenos Aires, carrying hides and skins, jerked beef and ipecac. The town stands on rising ground (altitude 360 feet), and its flat-topped buildings look imposing from the water. In the buttes to the south of it is the world's greatest reserve of manganese, but the river haul to Buenos Aires, or alternatively the rail haul to São Paulo and Santos are prohibitively long. A railway, 406 miles long, is now open westwards to the Bolivian town of Santa Cruz de la Sierra.

Hotels:—Venizelos, Carbalhal. Shipping:—Cía Argentina de Navigación steamers to Concepción and Asunción

once a fortnight.

The capital of Mato Grosso state,

Cuiaba, on Cuiaba River, an upper tributary of the River Paraguay, is reached by water from Corumbá. Altitude, 770 ft.; population, 24,119. The district is pastoral; gold and diamonds are produced, and it is a great collecting centre for ipecac. There is a road of sorts to Campo Grande (550 miles), on the Noroeste railway to São Paulo. A railway from Campo Grande will soon be open to Ponta Pora, on the Paraguayan border. Campo Grande has a population of 32,848.

BRAZILIAN ECONOMY.

Brazil, for all its intensive industrial development, is predominantly an agricultural country. Thirty-six millions of her population are rural dwellers, but she cultivates only two per cent. of her total area, some 5 per cent. that is, of her cultivable land. There is a great variety of soils and climates, but no extensive plains like the pampas of Argentina. The arable areas are in rugged country, such as in Minas Gerais, or hilly country, as in São Paulo, Paraná, and Río Grande do Sul; vast forests cover a good deal of the country. For all that, two per cent. under cultivation is a very low proportion. What is even more disquieting is that only a third of the cultivated area grows food, and so, money badly needed for essential equipment has to go in payment for imported foodstuffs such as American wheat and Danish butter. The factories expand, but the larder grows relatively smaller and smaller. In 1940-50 the population grew by 22 per cent., the production of food by only 11 per cent.

Future development (now backed by the Government after long neglect) depends on large scale immigration, a great increase in agricultural machinery, a copious supply, native or imported, of

BRAZIL, 371

insecticides, fertilizers and equipment, help in soil and water conservation, insect and disease control, better techniques for preventing erosion, reafforestation, the use of soil building crops, and the spread of mixed farming. The status of the land worker remains low: he is often sickly and ill-paid and still ignored by the social security schemes which cover the workers in trade and industry.

On an average Brazil's agricultural and forest products account for 90 per cent. of her total exports. Five products are of paramount importance: coffee, cotton, cacao, hides and skins, and timber. The following table gives the percentages of the total exports by value during the last five years (the volume and value of export of agricultural and forest products are given in a later table:)—

Coffee Cotton Cocoa Hides and Timber	Skins	• • • • • • • • • • • • • • • • • • • •	• •	1948 41.1 15.6 4.9 3.5 3.7	1949 58.0 10.0 4.8 3.4 2.9	1950 65.0 8.6 5.0 2.3 2.8	1951 59.8 15.0 4.0 2.5	1952 74.0 2.5 2.9 0.8 2.3
Total pe	ercentag	ge	* *	68.8	79.1	83.7	84.3	82.5

And in the domestic market only eight crops (in spite of attempts at diversification) are of any great importance. These are maize, coffee, cotton, rice, beans, mandioca, sugar cane, and wheat. They vary in the proportion of land each occupies, but together they invariably account for over 90 per cent. of the total area cultivated. Moreover, with the exception of mandioca and sugar cane, which have remained at much the same level during the past 20 years, the yield per hectare of these crops is declining.

THE FIVE MAIN EXPORTS.

Coffee: Brazil grows 58 per cent. of the world's coffee, mainly for North American and European markets. Production has fallen since 1939, but prices have risen, and so has the cost of production by 530 per cent. since 1928-32. Coffee is grown over most of Brazil, but nearly half the exports come from São Paulo state. Minas Gerais and Paraná supply a fifth each, and Espirito Santo a good deal less. The yield per hectare varies widely: in Paraná it is 791 kilos the hectare, against 364 in São Paulo. About 70 per cent. of the export is from Santos, 17 per cent. from Río, and the rest from Paranaguá and Vitoria. Paraná, whose coffee crop has risen from 1,885,000 bags in 1948-49 to 4,799,000 bags in 1951-52, may even replace São Paulo in time as the premier producer. The United States takes 59 per cent. of the whole; the direct export to Europe is about 4,369,000 bags.

The soils of Brazil, especially the terra roxa, or red earth, give luxuriant yields of coffee, which is mostly hauled from the plantations to market by mule or ox cart, and then railed to port. Coffee is easily the greatest source of national income and the chief export, accounting in 1926, for 75 per cent., and in 1952 for 74 per cent. of the total by value.

Exports of late have been as follows:

Exports.	Bags.	Million Cruzeiros.	Value per bag.
1951	16,358,000	19,457	1,189
1952	15,821,000		1,214

When a new coffee fazenda (plantation) is being developed, the owner leases the land to a colono (tenant) for forest clearing and planting with coffee. The trees come into bearing from 4 to 6 years, and during that time the colono's family grows its food—rice, maize and beans—between the rows. The trees are planted up and down along the ridges and slopes, but not on the valley bottoms, which take up half the area. When they come into bearing the colono moves on, and the owner, his overseers and workers, move in, usually (at São Paulo) into villages containing storage sheds, drying platforms, husking and sorting machines, homes for owner and workers, water tanks and sometimes canals for transport. There is a general store, and sometimes a cinema and a church.

In São Paulo the berries ripen together, in May or June. The harvest lasts till August or longer. The berries are stripped and thrown into large tanks of water to separate the ripe from the green and to clean them of sticks and dirt. The berries are sometimes floated along canals. They are then taken to the drying platforms, usually made of black tile to absorb the sun's rays. They are there raked over frequently and in case of rain collected into heaps and covered with tarpaulin. When quite dry a machine removes the husks, and other machines grade them according to shape and size. The coffee is then bagged (in bags of 66 kilos each),

and is ready for storage or shipment.

Cotton, the second export crop, is grown on nearly as much land (2,868,485 hectares) as coffee, and Brazil is now the world's fifth greatest producer. It is grown in all the states, but two distinct areas, the cluster of states in the north-east (Ceara, Río Grande do Norte, Paraíba, Pernambuco) and three states in the south (São Paulo, Minas Gerais, Paraná) produce most of it. Nearly half the total area to cotton and almost half the production is now in São Paulo, where the average yield per hectare is a good deal higher than in the north-east, where it is declining.

The two areas, with different soils and climate, turn out different types of cotton: a $1\frac{1}{8}$ inch staple or more in the north-east, and an inch staple, similar in quality to American cotton, in the south. The cotton from the north-east is used almost exclusively in Brazilian mills, which also import some long staple cotton from Egypt. The

expansion in the south has all been since 1931.

The picking seasons in the two areas are complimentary: in the north-east from August to December, and in the south from March to June or July. The most common system of cultivation is by tenants who pay a fixed portion of the product to the landowners, some of whom work their estates with hired labour. Further development is limited only by the supply of labour, transport, fertilizers, and insecticides.

Cotton seed oils and linters are now important by-products of the

industry.

The total production of cotton in 1952 was 457,000 m. tons. Raw cotton accounted for 2.5 per cent. of total exports in 1952, an abnormal year.

Cacao, the third export crop, was introduced over a century ago into Bahía, which to-day produces 98.7 per cent. of all Brazilian cacao, and is the world's second largest producer. The area under cultivation is about 291,000 hectares, but the yield per 1,000 trees has fallen over the years from 900 kgs. in 1914 to 600 kgs. to-day. Nine-tenths of Bahía's cacao comes from a belt which is 150 miles

from north to south, from 10 to 15 miles inland, and from 20 to 45 miles in width. It has a population of about 400,000 people. An average crop is 124,857 m. tons. This is raised by 23,094 planters, but 6 per cent. of the planters turn out 59 per cent. of the total. There are two crops: the temporao, or mid-term crop running from May 1 to the end of September, and the main crop, harvested from October 1 to February. The most serious pests are the Enxerto Ant, the Brown Pod Rot, and (in the warehouses) the Cacao Moth. There is no Swollen Shoot disease.

Consumers complain of the diminishing size of the Bahía bean and the increasing percentage of flat or deformed beans which make manufacturing processes difficult. These defects are being

combatted by the Bahía Cacao Trade Commission.

The 1953 crop was 122,500 tons from 283,927 hectares.

Internal consumption is about 20,000 m. tons. The rest is exported through the ports of Salvador and Ilhéus. About 64 per cent. of the exports are to the U.S. Exports of cacao were 2.9 per cent. of total exports by value in 1952.

Timber is the fourth largest export, accounting (in 1952) for 2.3 per cent. of the total. The use made of forest products is relatively small compared with the country's vast resources: forest occupies half the land. There are many species both of hardwood and softwood trees, but because of the density and extent of the stands, the comparative ease of lumbering, and the variety of uses to which it can be put, the most important species from a commercial standpoint is the Paraná Pine (*Araucaria angustifolia*). The pine forests are mostly in southern Paraná and in Santa Catarina. The woods of the Amazon Valley are as yet little exploited, but there is a certain amount of rafting down to Belem, whence hard and fancy woods are exported. The precious rosewood (*Jacaranda*) found especially in Espirito Santo state, has hardly been touched.

Argentina takes 69 per cent. of the exports.

Some other forest products take a modest position in Brazilian economy. It would be convenient to consider them here.

Waxes: Carnauba wax comes from a palm abundant in Ceara and Piauí and the northern coastal area. The wax is extracted from the leaves. Ouricouri is a somewhat similar wax. Together they stand eighth in the list of exports.

Rubber is of little importance to-day, and the latex is only collected when world prices are very high: Brazil collects 33,543 tons but is now an importer of natural rubber. Several different kinds of rubber trees are native to the Amazon valley, particularly Hevea brasiliensis, castillos, and balatá. It was from the seeds of the first that the large plantations of the East were developed. Balatá trees grow scattered through the forests of the higher regions near the north-western boundaries. The castillos grows on the well-drained ground of the upper tributaries of the Amazon, particularly between the Araguaya and Purus rivers, but the supply has been more or less exhausted.

Various gums, more particularly balatá, coquirana, massaranduba, and sorva, are collected in the Amazon valley and shipped abroad.

Nuts: The Babassu and Brazil nuts are more important, Babassu because it is one of the most important sources of vegetable oil in the country, and Brazil nuts for their export value. Babassu kernels, largely collected at Maranão and Parnaíba, yield 75 per cent. of their weight in edible oil, besides various by-products. The castanha, or Brazil nut tree, flourishes in the forests of Amazonas and Pará. Apart from their use as dessert, the nuts are widely used in confectionery and in the production of salad oil. Both are exported. The Coconut palm occurs for many hundreds of miles along the coastal belt from Belem to Río de Janeiro, but mostly in Bahía. The Bahía coconut yields 15 per cent. more copra and 9 per cent. more oil than the Asiatic nut.

Another forest product is **Herva Maté**, better known under its Spanish name of Yerba Maté, or as Brazilian tea. The plant grows wild in the forests and requires no cultivation. It is collected in particular in the states of Paraná and Río Grande do Sul and exported from the ports of Paranaguá and Antonina to Argentina and Uruguay. Brazil produces 64,000 tons of it.

The Fibres of Brazil are partly forest products. Caroa fibre comes from a stemless plant with swordlike leaves 16 feet long growing in dense masses chiefly in the interior of Pernambuco and Bahía, where mills use the fibre for making canvas, twine and rope. Piassava fibre comes from a palm growing abundantly in Bahía; it resists salt water, and so is much used in making hawsers, brooms, brushes and toothpicks. Tucum is another fibre-yielding palm found in the eastern part of Brazil. The very resistant fibre is used for fishing lines, nets and cordage. The Paineira is a kind of wild cotton tree, with a floss growing from the inner wall of the thin shell round the seed; it is much like the Malayan kapok. The stingless nettle which yields ramie fibre (all incandescent gas mantles are made from it), is cultivated in São Paulo and Paraná for local factories. Some years ago Japanese colonists in the Amazon valley, after repeated failures but patiently renewed attempts, managed to acclimatise jute, and several thousand tons a year are now produced.

But the fibre which has risen to sixth place in Brazil's exports is sisal. Exports have risen from 3,000 m. tons in 1946 to 30,000 m. tons in 1952. Production was 73,250 m. tons in 1953. Half of

this comes from the State of Paraiba.

Partly forestal, and partly cultivated, are the numerous medicinal plants, of which it has been said: "Brazilian plants do not cure: they work miracles." Atropine, cafeine, cocaine, cumarin, curare, eucalyptol, opium, senna and strychnine are among the many drugs

derived from Brazilian plants.

Those which are used most abundantly at present are ipecac (which is exported), jaborandi, cocillana bark, and peppermint. Ipecac, a specific for amoebic dysentery, is commercially produced in Mato Grosso (60 tons a year) and in Minas Gerais (30 tons). It is almost entirely processed for emetine in domestic factories. Jalapa is another Brazilian plant almost as well known. Brazil is an impor-

tant source of Japanese peppermint. Most growers distil their own oil. The roots of several varieties of timbo plants yield rotenone, an alkaloid; these vines are tree climbers found mostly in the Amazon Valley and chiefly at Pará. Brazil is the most important source of pyrethrum in the Western Hemisphere. It is mainly produced in Río Grande do Sul and other southern states. Since rotenone and pyrethrum are poisonous to insects and cold blooded animals and harmless to vegetables and warm blooded animals, they are much used in making insecticides. Copaíba, exported to the United States, is a balsam extracted by incisions in the copaíba tree; it is astringent and used for affections of the mucous membrane.

Hides and skins, the fifth most important export, are by-products of the Livestock Industry. Cattle and horses (6,994,000) are kept, more or less, in all parts of the country, but of Brazil's total of 53.5 million cattle, Minas Gerais has 11,989,000, Rio Grande do Sul, the chief source of beef exports, some 8.5 million, and São Paulo 7.1 million. Sheep are farmed almost entirely in Río Grande do Sul. The goats are mainly in the north, where they are raised mostly for their skins, which are exported in large numbers. Swine (27.8 million) are most abundant in Minas Gerais and Río Grande do Sul; Brazil is the third largest pig-breeding country in the world. Mules and asses are largely used for transport.

Every year some 750,000 steers troop down to the state of São Paulo from the states of Mato Grosso, Goias and Minas Gerais for fattening and slaughter. These beasts—São Paulo supplies another half million a year—are fattened in the Barretos district, beyond Araçatuba as far as the boundary with Mato Grosso, and in the Alta Sorocabana. These cattle converge upon the frigorificos of São Paulo and Río de Janeiro, which also draw upon cattle fattened in Minas Gerais in the Triangulo and north western area of the state.

There are 21 frigorificos and 70 "charque" establishments in Brazil. Annual slaughtering in Government inspected concerns and municipal slaughterhouses is about 5,964,700 cattle, 5,408,100 swine, 1,283,700 sheep, and 1,215,500 goats. Total meat production is 1,172,918 tons, of which 1,102,765 tons is beef. The home consumtion of jerked and fresh meat is increasing.

The bulk of the exports of chilled Brazilian beef is sold to Israel, Portugal and Belgium. Canned beef is sold mainly to the U.S.A.

and Britain.

Brazil, after Argentina, is the largest producer and exporter of hides and skins in South America, is the second largest exporter in the world of cattle hides, and is an important exporter of goat skins.

The Brazilian wool clip, mostly from Río Grande do Sul, is about 20,000 m. tons a year. The textile mills consume most of it. Exports are small. Wools of the finer grade, such as 64s. and up, are not produced.

Dairying has been extensively developed in Minas Gerais, São Paulo and Río de Janeiro. The national output of cheese and butter is about 19,000 m. tons each year. Minas Gerais is famous through-

out Brazil for its "Minas" or "Mineiro" cheese.

THE EIGHT MAIN CROPS.

Eight main crops account between them for over 90 per cent. of the cultivated area. The area on which they were cultivated in 1951 and 1952 was as follows:—

			Hec	Per cent	of total	
			1951	1952	1951	1952
Maize		 	4,810,440	4,906,874	25	26.3
Coffee		 	2,707,269	2,794,758	15	15.0
Cotton		 	2,617,185	2,868,485	15	15.4
Rice		 	1,994,395	1,904,395	12	10.2
Beans		 	1,747,281	1,823,233	10	9.8
Mandioca	,	 	973,388	976,118	5.5	5-3
Sugar		 	857,722	899,008	5	4.8
Wheat		 4.4	705,296	815,582	4	4.4
Total		 	15,707,730	16,987,653	91.5	91.2
Total c	ultivation	 	17,960,185	18,605,050		

Maize is grown everywhere (6.3 million m. tons) but half of it comes from Minas Gerais, São Paulo, and Río Grande do Sul. Cultivation is steadily expanding. Almost every farmer grows maize as food for animals; the stalks and blades are used as forage and fuel. Maize is also eaten by human beings, especially in the interior, but is not, in general a staple food like rice, beans and mandioca.

Rice was imported before World War I, but is now exported. The production has risen from 1.4 million m. tons in 1935-36 to 3.0 million in 1952. It is cultivated in all the states, but São Paulo produces a third, Minas Gerais 22 per cent., and Río Grande do Sul 18 per cent.

Wheat is the main food crop in which Brazil is deficient; 1.1 million tons a year are imported. But the area cultivated has grown from 300,842 hectares in 1946 to 815,582 in 1952, and the crop has risen from 212,514 m. tons in 1946 to 586,452 m. tons in 1952. Most of this is grown in Río Grande do Sul. Though Southern Brazil is well adapted to growing barley, rye, and oats, only small quantities are harvested.

Mandioca, or cassava, is a tuberous native plant, of which there are two types, the sweet and the bitter. The bitter type is poisonous when eaten raw but is harmless when dried or roasted. The root and the flour of the root are eaten all over the country, used as animal food, in the making of starch, and industrially. All states grow it, but half the total of 12.6 million m. tons comes from Bahía, Río Grande do Sul, Minas Gerais and Santa Catarina.

Beans, a staple article of diet amongst the working classes, is cultivated on small plots or grown amongst other crops. Brazil is the world's largest producer: 1.3 million m. tons. There are two annual harvests in many places. Harvesting is by hand usually; the beans are pulled from the earth, dried and threshed with a flail. Two-thirds of the output are from the states of Minas Gerais, Paraná, São Paulo and Río Grande do Sul, though beans are grown everywhere.

Sugar cane has been grown for 400 years: sugar was the first exporting boom in Brazil, but now production is almost entirely for the home market. The northern states still produce more than the southern. In the north-east (the oldest area), sugar is confined to a narrow coastal strip south of the bulge of Brazil; the southern area is concentrated in São Paulo (producing almost a third of the whole), Minas Gerais, Río de Janeiro, and Santa Catarina. In the north-east the sugar lands are often controlled by old families, many of whom received their land titles from the Portuguese Crown. Cane is replanted after each harvest in some areas; in fertile soils they yield satisfactorily for 20 years. The greater part of the cultiva-tion is primitive, with little fertilizer, though there is some irrigation. Some 50,000 small, antiquated sugar mills (engenties) are in use, turning out a hard brown sugar known as rapadura. But there are many modern usinas producing centrifugal sugar (72 per cent. of the whole). Surplus sugar is converted into alcohol, which is mixed with petrol for use in motor cars. Production of usinas sugar has risen from 21.1 million bags (of 60 kilos) in 1949-50, to 37 million bags in 1952-53. Consumption is 26.4 million bags.

Tobacco is another crop of some importance: it ranks seventh amongst the exports. Bahía grows a dark air-cured type which is manufactured into cigars (some 130 millions) or exported. Most of the tobacco grown in Río Grande do Sul and Santa Catarina (light air-cured and flue-cured) is turned into cigarettes. The dark air-cured leaf grown mostly in Santa Catarina is consumed in the twist-tobacco industry. The crop was 107,703 m. tons in 1952.

Fruit: Oranges and bananas are grown in nearly all parts of Brazil; every country home has a few trees to supply its needs. Pineapples are also widely grown. Temperate zone fruits—apples, pears, peaches, plums, cherries, and quinces—grow on the southern plateaus. Other fruits such as the mango, avocado, chirimoya, sapodilla, guava and papaya are grown largely and eaten locally.

Of the 191 million stems of bananas produced, most come from São Paulo, Minas Gerais, Río de Janeiro and Pernambuco. The orange groves are mainly in Río de Janeiro, Minas Gerais, and São Paulo. Pineapples, half of which come from São Paulo and Pernambuco, are exported, chiefly to Argentina. Guavas, from which jelly is made, grow in profusion in the tropical parts and near Río de Janeiro. Bread fruit flourishes in the coastal region. Melons grow freely in all parts. Lemons are small and thick skinned. Grapes are grown in the cooler parts of Río Grande do Sul and São Paulo and elsewhere, to a total of 259,915 m. tons a year. Wine from the grapes is drunk locally, but it cannot compare with imported wine.

Vegetable Oils and oilseeds: There are many kinds of oilbearing plants and nuts, but of the total output cottonseed accounts for four-fifths. Other oil-bearing plants, many of which grow wild, are the castor (mamona), peanut and soybean; cashew, tung, and Brazil-nut trees; and various palms—the oiticaca, babassu, coconut, tecum, ouricouri, and murmuru. The production of oilseeds is estimated (in m. tons) as

Cottonseed	1				 	600,000
Castorseed	1				 	190,000
Peanut					 	145,000
Soyabean					 	83,556
Flaxseed,			and tung	nuts	 	76,000
Tecum an	d ourice	ouri			 	70,000
Babassu					 	60,000

In 1950 the production of vegetable oils was 195,391 m. tons. The largest amounts of oil were (in m. tons) from

Cottonseed .										64,041
Castorbean		٠							٠	38,455
Babassu nut							,	-		27,895
		٠	٠	ς.	٠					24,161
		٠	٠							12,777
		٠			۰					11,386
Cacao .		ı								7,957

There were more than a thousand tons each of ouricouri, tung, and ucuuba oils also, and lesser amounts of others. There are some 350 vegetable oil factories; 65 are in São Paulo.

Exports, 1952: oilseeds-76,394 m tons; vegetable oils-26,693 m. tons.

Exports of the agricultural, pastoral and forest industries are given in this table:

		M. 7	Fons '	Cruzeiros			
Products:		1951	1952	1951	1952		
Coffee		981,000	949,000	19,448,000,000	19,213,000,000		
Cacaobeans	4.5	96,000	58,000	1,276,000,000	763,000,000		
Raw Cotton		143,000	28,000	3,823,000,000	640,000,000		
Pinewood		655,000	386,000	928,000,000	596,000,000		
Rice		118,000	162,000	306,000,000	482,000,000		
Cotton Yarns		4,000	4,000	358,000,000	445,000,000		
Raw tobacco		30,000	30,000	351,000,000	349,000,000		
Bananas		190,000	214,000	220,000,000	255,000,000		
Sisal fibre	4 *	57,000	30,000	432,000,000	250,000,000		
Hides and skins		56,000	22,000	709,000,000	224,000,000		
Carnaubawax		10,000	7,000	321,000,000	216,000,000		
Castor oil		30,000	20,000	250,000,000	174,000,000		
Maté (domestic tea)		50,000	45,000	170,000,000	164,000,000		
Pará nuts		25,000	.13,000	219,000,000	136,000,000		
Castorseed		50,000	36,000	186,000,000	126,000,000		
Cotton linters		24,000	32,000	227,000,000	103,000,000		
Sugar		19,000	44,000	65,000,000	94,000,000		
Cacaobutter		7,000	4,000	154,000,000	78,000,000		
Oranges	* *	48,000	26,000	121,000,000	73,000,000		

Fishing: The annual fish catch is about 150,000,000 lb. This is the largest catch for any of the South American countries. The Amazon region has vast fishery resources and a large variety of fish; only two species are used for commercial processing: the pirarucú and an aquatic mammal, the peixe-boi (sea-cow). The most important species sold in the fresh fish markets are the pescado (small hake) and the tucunare.

The most common species of the "Bulge" area are: garoupa (grouper), bicuda (barracuda), and the voader, which is dried and sent to the interior where it is a favourite fish of labouring groups. In Paraiba and Rio Grande do Norte, albacora (swordfish) is caught in large quantities. Shrimps are caught and dried along the coasts of Maranhão, Ceara, and Baía. Large quantities of crabs, clams, shrimps, spiny lobsters, and turtles are caught and consumed in

Alagoas, Pernambuco, and Pará. Sharks are found along the whole Brazilian coast, and shark meat frequently appears on the markets of São Luiz, Cabedelo, Ilheos, Río de Janeiro, Santos, Florianopolis, and Rio Grande.

In the Río de Janeiro and Río Grande do Sul areas, sardines are very abundant. Other fish caught in this region are anchovy, grouper, taínha (mullet), bagaré (sold as salmon), corvina, shrimps, and other species. Brazil's South Atlantic coast is considered its best fishing ground.

MINERALS.

The large mineral deposits of Brazil have as yet been barely tapped, partly because transport is difficult, power not yet abundant, and the deposits so arranged geographically that their exploitation is by no means easy. The absence of a good, cheaply coked coal, for example, is a handicap where rich iron ores are so plentiful; what coal there is comes from Santa Catarina and Río Grande do Sul. Both are of poor quality, but the former is now being mixed with imported coal and coked for the National Steel Mills. Brazil produces 1,443,000 tons of coal, but imports nearly a million tons a year. Another source of power, petroleum, is exploited and refined in Bahía, but the production from 120 wells is not yet more than 985,000 barrels a year. Reserves at Bahía are thought to be 50 million barrels: just over a year's consumption in Brazil. Some of Brazil's largest reserves of oil are thought to be up the Amazon basin, in regions to which there is no transport.

Gold and diamonds, though by no means exhausted, are no longer of much account. There is only one gold mine still working, the famous Morro Velho, a British concern which celebrated its centenary in the thirties. This, the deepest mine in the world (over 9,000 feet) is at the town of Nova Lima, in the Serra do Espinhaço, just south of Belo Horizonte, in Minas Gerais. From the same state, as from Goias and others, come diamonds, gems, emeralds and sapphires. (Carbonados, the black diamonds used in industry as abrasives, come from the Paraguassú River, in Bahía). In the southern part of the Serra do Espinhaço there are deposits of manganese, one of the hardeners of steel. They lie along the line of the Central Railway to Río de Janeiro. And in Central Minas Gerais are to be found other ferro-alloys used in hardening steel, chromium, molybdenum, nickel, tungsten—as well as sizeable deposits of zirconium and quartz crystals, the only source of these crystals for electrical use.

Manganese has in the past been mainly exported from Río to the United States, but the deposits along the famous iron ore belt in Minas Gerais are now either needed for domestic steel production or find it difficult to reach port along the congested Central railway. All the same, production there is rising, and 161,401 m. tons were exported in 1952. Manganese is also mined in Bahía, but selective working has almost exhausted its richer ores. Reserves in the Urucum hills, near Corumbá in south-western Mato Grosso exceed 30 million tons, half of it containing 43 per cent. manganese, but the transport difficulties are formidable. The ore has to be delivered by

trucks to the Paraguay River (20 miles), and loaded into barges and steamers plying between Corumbá and Buenos Aires (2,000 miles) further south and 8,000 miles from Baltimore. The alternative rail haul from Corumbá to Santos is 1,200 miles, and several transshipments would be necessary. Extensive and untapped resources have now been found in the Territory of Amapá, on the northernmost part of the Brazilian seaboard. The mines are to be linked by 125 miles of railway with a new port near Macapá, on the northern bank of the Amazon. Shipments are unlikely before 1954.

Iron: But it is the iron ores which are of paramount importance. About a quarter of the world's reserves of iron ore lie in the southern and eastern parts of the Serra do Espinhaço, chiefly at the headwaters of the Río Doce. The average metallic content of Itabira iron is 60 per cent. or more, and it has a low percentage of phosphorus. This iron field is now being actively mined, both for export abroad and for use in the domestic steel mills. Because the Central railway from the area to Río de Janeiro, with its steep grades and many curves, was not considered the best route for shipments, the 350-mile Vitória-Minas railway from Itabira to the port of Vitória along the Valley of the Río Doce was rehabilitated to bear a traffic of 1,500,000 tons a year. Iron ore exports at Vitória rose from 35,402 in 1942 to 1,561,015 m. tons, value Cr.\$434 millions, in 1952. It is the only mineral to figure largely in the exports.

Steel: There are twelve reverberating furnaces in Minas Gerais turning out pig iron, and seven Siemen-Martin furnaces turning out steel; they still depend partly on charcoal. But these have been eclipsed by a new undertaking: the National Steel Mills of Volta Redonda, in the Paraiba Valley, in the state of Río de Janeiro, just south of the Minas Gerais border. The iron comes southwards from Itabira, 235 miles away, along the electrified Central Railway; low grade coal from Tuberão in Santa Catarina is shipped by sea to Río and taken over the Great Escarpment by rail to Volta Redonda, where it is mixed with imported coal and coked. The mills are close to the Río Paraíba, which supplies water in volume. Around the huge plant is a cluster of private industries manufacturing essential products for the mill or making use of its by-products. On the side of the valley above them is the model town of Volta Redonda to house the workers.

Production at the plant is rising rapidly. It is, in m. tons:

1952 Steel ingots Rolled Pig iron Volta Redonda . 476,443 360,088 358,979 All Brazil . 931,008 722,808 809,832

But supply has not yet caught up with demand. Iron and steel tubes, iron wire and barbed wire are still being imported.

INDUSTRIES.

Two world wars which forced Brazil to create for herself what she could no longer buy abroad has led to an enormous expansion of industry. Brazil is, indeed, the most highly industrialised country in South America. With a population increasing by a million a year she is likely to remain so. The industries, like the cultivation, is concentrated in the south-eastern states, and more particularly in

BRAZIL, 381

São Paulo, Río de Janeiro, and Minas Gerais. São Paulo is responsible

for 60 per cent. of all Brazil's industrial production.

Brazil is now self-supporting in everything except fuel, some metals, machinery, vehicles, chemicals, paper, and a few foodstuffs, more particularly wheat. She imports petrol and petroleum fuel and lubricating oils and coal in large quantities; of the raw materials she imports cellulose, cement, iron and steel, tar, resin and kindred products, lead, zinc, tin and sulphur; of industrial products she imports chassis, motor cars, and spare parts, textile and agricultural and road construction machinery, pharmaceutical products, paper, electrometers and generators, and smaller amounts of such items as typewriters and sewing machines, wireless and television sets, iron

and steel tubes, etc.

About four-fifths of the raw materials are produced in the country. Five industries account for 75 per cent. of Brazil's industrial production: textile, 22.3 per cent.; foodstuffs, 21.9 per cent.; chemical, Io per cent.; metallurgic, II.3 per cent.; and construction, 5.8 per cent. Textiles are the only manufactured products exported, and that in small quantity. Nearly all the production is consumed in the home market. There are numerous mills turning out cloth and yarn and knitted goods; there are silk and rayon weaving mills, woollen mills, and spinning and weaving jute mills. (The factory of the Cia Fabril de Juta Taubate is the largest in South America). Brazil produces 263,604 m. tons of paper of all kinds but imports 100,000 m. tons; produces 1,615,850 m. tons of cement and imports 819,780 m. tons; produces 2,000 m. tons of lead, and imports 23,100; produces 2,000 m. tons of zinc and imports 10,500 m. tons.

Her main industrial problem is fuel. In 1952 petrol and petroleum products, fuel and lubricating oils and coal accounted for no less than 15 per cent. by value of her total imports. But she is enormously

helped by unlimited water-power.

Hydro-Electric power: Brazil has the sixth largest hydro-electric potential in the world; it is estimated at 14,500,000 kw. In 1952, the total installed generating capacity was 2,078,000 kw.; this is to be increased to 2,733,800 kw. by 1954. And like most evidence of progress in Brazil, hydro-electric energy too is concentrated in the three states of São Paulo, Río de Janeiro, and Minas Gerais: one-tenth of the country produces nine-tenths of the electricity. The municipalities of São Paulo and Río de Janeiro consume some 36 per cent. of the electricity.

Between 1920 and 1940 Brazil's power generating capacity rose by nearly 700 per cent. Between 1945 and 1953 Brazil's consumption of electric power rose from 5,700 million kw. to 8,500 million kw. The great power station built on the São Francisco river at the Paulo Afonso Falls will have an output of 120,000 kw. in 1953 and later of 900,000 kw. It will supply cheap power to the North-East. Other smaller stations are being built and further plans for increasing water

power are under way, particularly in Minas Gerais.

Brazil's Development Plans: Against the background of the information already given, Brazil's plans for the future become understandable. A project has been announced which involves spending £384 millions in 1952-57 on re-equipping ports and

railways, expending hydro-electric and other sources of power, reviving agriculture, improving storage facilities to prevent the waste

of food, and increasing basic industrial output.

Brazil's agricultural production has remained more or less stationary for years: now a great effort is being made to lift it out of its lethargy by better conditions and rewards for the land worker, by large scale immigration, by fertilizers and mechanisation. The São Francisco river valley, an area three times the size of Britain, an almost barren castinga covered land waiting for transport to take away its minerals and for men to develop its cattle industry, is going to be subjected to a kind of Tenessee Valley scheme. The great power station at the Paulo Afonso falls is but a beginning. Malaria and hookworm have to be got rid of, the land irrigated, shipyards, river ports, schools and hospitals built, and the land-still largely unmapped-colonised. The plan involves the spending of £33,500,000 between 1952 and

Brazil's increasing prosperity and industrialisation has created problems of congestion at its ports. Ports are to be improved and new ones built. An ancient problem in Brazil is the lack of practical transport between north and south: both roads and railways are inadequate, and trade still depends almost entirely on sea transport. Brazil has 130 natural harbours, set on the sea or at the mouths of rivers. But some are blocked by sandbanks and many can deal with

only very small boats. They are to be improved.

TRADE AND COMMERCE.

Brazilian international trade is as follows:

			Exports.	Imports.
			Millions o	of Cruzeiros.
1952	 	 	 -26,064.9	37,179.6
1951	 	 	 32,514.0	37,198.0
1950	 	 	 24,913.5	20,313.4
1949	 	 	 20,153.1	20,648.1
1948	 	 	 21,696.9	20,984.9

An analysis of the foreign trade in 1952 by countries shews that about 50 per cent. of the exports (Cr.813.439 m.) went to the U.S.A., followed by the Argentine (Cr\$ 1.768 m.), France (Cr\$1.749 m.) and Germany (Cr\$ 1.768 m.), Great Britain, which was in second place in 1951, passed to seventh place, with Cr.\$708 m. The U.S.A. was also Brazil's largest supplier (Cr.\$1.7483 m.) followed by Germany (Cr.\$3.449 m.), the U.K. (Cr.\$3.179 m.) and the Dutch West Indies (Cr.\$2.028 m.). The Federal District takes 40 per cent. and São Paulo State takes 42 per cent. of the total imports. São Paulo provides 50, and the Federal District 16.6 per cent.

of the total exports.

FOREIGN DEBT (Dec. 31, 1951.)

Federal Union, Currency. States, and Municipalities.

Cr.\$10,171 millions.

Foreign Capital invested in Brazil is mostly American and British. About Cr.\$25,136 millions of foreign capital is invested in commercial enterprises. The U.S. accounts for 53.9 per cent., and Britain for 28.8 per cent, of this investment.

INFORMATION FOR VISITORS

How to reach Brazil:

By SEA: There are frequent steamship services from the United Kingdom to Brazil by the Royal Mail Lines from Liverpool, Southampton and London (the Company has served Brazil since 1851); by the Blue Star Line from London; by the Lamport and Holt Line from Liverpool and Glasgow; and to North Brazil by the Booth Line from Liverpool and New York. First-class return passages to Río de Janeiro vary according to the ship. (See under "STEAMSHIP SERVICES.")

Regular steamship services from the United States are:—From New York by Moore McCormack Lines, Booth Line, Lamport & Holt Line and Wilhelmsen Line; from New Orleans by Delta Line; from San Francisco and Los Angeles (via Panamá Canal)

by Moore-McCormack Line.

By Air: Brazil is connected with West Africa and the principal cities of Europe by the air services of British Overseas Airways Corporation, which has regular fast services from London; by Air France, K.L.M., Scandinavian Airways, Alitalia, Iberia, Alas Argentinas and the Brazilian Panair do Brasil.

Brazil is connected with the West Indies and the East coast of the United States by Pan-American Airways, Serviços Aereos Cruzeiro do Sul, Alas Argentinas, and Aerovias Brasil, and with the northwest coast of South America and the west coast of the United States

by Braniff Airways.

There is at least one plane daily to Montevideo and Buenos Aires, with connections to Santiago de Chile, which is also served by Panair

do Brasil on its route Río de Janeiro-Asunción-Santiago.

Arriving at Río de Janeiro: Air passengers from abroad arrive at the Galeao Airport. There are interpreters in the Public Health, Immigration, and Police services to help the travellers. Documents are checked, luggage examined, an entry visa stamped on the passport, and an exit visa is given to tourists who intend to remain less than 90 days, and to those in transit who stay less than 30 days. When the baggage is cleared it is taken to car or taxi by porters who charge Cr. \$5,00 for each piece. European air companies provide transport to the centre of the city; those coming in on American planes have to shift for themselves. There is a round-the-clock cab service at the airport.

Arrival by sea is slightly different. Documents are checked on board. Baggage can be disembarked, at the same time as the passenger, by porters, who charge according to the size and weight of each piece. The baggage is examined immediately at the Customs House. If heavy baggage cannot be examined the same day, the owner is asked to come back the next day. Passengers with temporary visas (90 to 180 days), should have their passports stamped at the Registro de Estrangeiros, Praça Marechal Ancora, in order to get their exit

visas. Passengers must go personally.

At both the airport and the docks the porters are numbered. It is an elementary precaution to make a note of the number of the porter engaged.

Internal Transport: The roads and railways are dealt with



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Barranquilla, Colombia 💠

HOTEL DEL PRADO



250 rooms with bath (many air-conditioned) overlooking extioned) overlooking exquisite tropical patio and swimming pool. Air-conditioned restaurants, Night Club. Beach resort activi-

Beach resort activities at nearby Hotel Pradomar.

Belém, Pará, Brasil

HOTEL GRANDE



More than half a million dollars worth of refitting and modernization has brought the Grande up to high IHC standards. 80 rooms with bath, Airconditioned Bar and Night Club.

Bogotá, Colombia



Bogotá's newest and largest hotel, with 400 guest rooms and private baths. The Tequendama is in the heart of the city's new business center. Fine restaurants,

central heating, night club, cocktail lounge.

Caracas, Venezuela



Though but a few minutes from down-town Caracas, the new Tamanaco has a gorgeous resort setting on a mountain slope. With 400 rooms and a swimming

and a swimming pool, it is South America's newest.

Maracaibo, Venezuela

HOTEL DEL LAGO

Gorgeous setting overlooking Lake
Maracaibo, its 150 rooms are
completely air-conditioned.
A large partially
shaded swimming

shaded swimming poof, is a feature of the hotel's tropical garden.

Montevideo, Uruguay



This new skyscraper hotel in the heart of Montevideo is fully air-conditioned and has 400 rooms with bath. Combination living-bedrooms. Gay cocktail lounges and night club.

Santiago, Chile



One of the newest, most distinctive hotels in the Western Hemisphere. 360 spacious rooms, all with bath and phone. Outdoor rooftop swimming pool - , , famous restaurants.

Hamilton, Bermuda

THE PRINCESS



Mexico City HOTEL REFORMA



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throughout, All rooms with bath. Famous cuisine served from spotless kitchens.

INTERCONTINENTAL

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in the text, under the cities they serve.

There is no lack of transport for travelling between the various coastal markets in Brazil, though few of them are connected by railway. There are occasional good motor roads, such as the Río-Petrópolis road, the first section of the main highway to Recife, the Dutra Highway from Río de Janeiro to São Paulo, or the Anchieta Highway (specially built for high speed motoring) between Santos and São Paulo.

The train services from Río de Janeiro to São Paulo and Belo Horizonte are good. There are trains to other parts of the south and to the north east, but travellers would be well advised to go by air to save time and trouble. The only connections to the north are by

air and sea.

Railway fares vary on the different systems. Fares as a whole are cheaper than in the United Kingdom. Luggage over 30 kilos must be paid for. Meals are usually provided in restaurant cars on long-distance journeys, at approximately hotel prices. Numbered seats and sleeping berths are supplements added to the ordinary

fare. Tips are a great aid to smooth travelling.

Taxis begin to register at Cr.\$5,00 (1/-), and distance charges are reasonable. In Río de Janeiro and São Paulo they are obliged to have meters, but in Río special rates are laid down for the airports and railway stations. In other towns taxis are hired by the half-hour or hour at charges which should be displayed inside the taxi. Tips are not necessary.

The communal taxi (lotação), which runs over a fixed route at a flat rate and can be boarded or left at any point, is also much used.

There are ample bus and tram services at both Río and São Paulo, though they are crowded during the rush hours. Tram fares in Brazil are generally below those of the United Kingdom. The usual minimum fare is 70 centavos (2d.). The buses usually charge a flat rate for the journey, though in some, as in the trams, the rate varies according to the number of stages ridden. Change for over Cr.\$20,00 is not given on the buses.

Auto-omnibus lines are common in all the principal centres of Brazil, at prices from two to six times those of the tram services.

Between ports it is sometimes possible to travel by ocean liner. But if these are not available there are frequent sailings of Brazilian coastwise vessels including the Lloyd Brasileiro, the Companhia Nacional de Navegação Costeira and the Lloyd Nacional. All these run regular services between Brazilian ports. The Amazonian ports of Brazil may also be reached direct from Liverpool or New York by the Booth Line. The coastal line rates are generally speaking about half those of the foreign lines.

The internal air services are highly developed, and Brazilians are extremely air minded, as one would expect in a country where overland travel ways are often difficult or non-existent. In 1929, Brazil's air routes totalled 4,529 miles; to-day they are over 40,000. The world's largest airport is at Natal. Río de Janeiro has two airports, the Santos Dumont, near the city, and the Galeão, on Governador Island. The first was built in characteristic Brazilian fashion: a mountain was tumbled into Guanabara Bay and the land

flattened. There are over 20 air companies.

A monthly magazine, "Guia Aeronautica," (Cr.\$4,00) gives all the Brazilian air-services, with time-tables and fares.

Passports: The competent Brazilian authorities abroad have the power to grant three categories of visa: transit, tourist and temporary; special temporary; and permanent. Regulations are changed from time to time and the prospective traveller to Brazil should call at the nearest Brazilian Consulate to find out what the regulations are for obtaining a particular visa. There is a Brazilian Embassy and Consulate-General in London and Consulates at Liverpool, Southampton, Glasgow and Cardiff. The present fee for a visa is £1. 18s. 9d.

The temporary visa applies to business visitors, tourists, scientists, teachers and men of letters on a cultural visit, artists, sportsmen and the like. In addition to the passport, the applicant must present at the Brazilian Consular offices certain other documents, including certificates of good health and vaccination. Brazilian Consulates will only recognise a health certificate signed by one of their own doctors: there is a list of their doctors at the Consulate. A fee of £2. 2s. is charged for the certificate. It is wise to inoculate against

typhoid and paratyphoid before leaving the home country.

Transit visas are valid for a stay of 30 days, but they will only be granted to those who must pass through Brazil to reach their destination. The applicant must produce a visaed passport for the country he is going to.

When ships are held up in port travellers may land and stay in Brazil without a visa until the ship is ready to sail. Passports are collected by the police on landing and returned on re-embarkation.

Businessmen are strongly advised to visit the nearest British Consular Officer when they land in Brazil to find out what regulations cover their activities. They are referred to "Hints to Business Men visiting Brazil," free on application to the Commercial Relations & Exports Department, Board of Trade, Horse Guards Avenue, Whitehall, London.

Clothing and personal articles are considered as passengers' luggage and admitted free. Such articles as cameras, typewriters

and binoculars are admitted against the deposit of duty.

Climate and Clothing: Conditions during the winter (May to October) are similar to those of a European summer in the centre and the south of Brazil. At almost every season of the year a light waterproof coat will be found useful. In the north the winter is a season of tropical rains. Summer conditions all over the country are tropical, but temperatures of 100° F. are comparatively rare. In the coastal towns there is a high degree of exhausting humidity. The luminosity is also very high and travellers frequently suffer from headache due to eye strain. This applies more particularly to persons with normally good sight. Relief may be obtained immediately by wearing coloured glasses. On the other hand it is not necessary to wear a sun helmet, and indeed the wearing of one by a foreigner creates a painful impression on the Brazilian mind. It is one of the few things that should be regarded as distinctly 'not done.'

From Río de Janeiro southwards, except on a particularly warm day, during the summer months the traveller will suffer little incon-

TRAVEL to SOUTH AMERICA

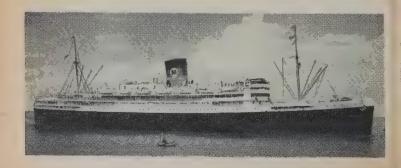
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venience even if he wears light-weight woollen clothing, but there are many days when he will run the risk of catching a cold unless he wears something heavier. In São Paulo, which is in the Highlands, light-weight clothing, such as palm-beach linen or drill, should only be worn in the summer. It is cool during the winter in the southern and central areas. Medium-weight clothing and a light coat should be worn.

Clothing packed in trunks should be protected against moths.
Brazilian society is well and expensively dressed. Formal evening clothes are often worn in the best hotels and casinos, and there are

many social occasions when it is absolutely necessary to wear them.

Health: The health hazards in travelling are not serious, but the newcomer would be well advised to eat fresh meat sparingly—particularly in the smaller towns. Because of the prevalence of amoebas, travellers should abstain from fresh salads and vegetables and such fruit as strawberries. Water should not be drunk except in the larger hotels and restaurants of the bigger towns: bottled waters and light beers are on sale. In the north it is as well to sleep under a mosquito net. Home habits of eating and drinking should not be followed too closely in the warmer Brazilian climate: appetite is a better guide than habit.

Hotels: In the best hotels in Río and São Paulo the charge for room with bath is from Cr.\$100 to 250 without meals. Hotels at other large towns compare with the second-class in Río de Janeiro in both price and comfort. In the interior the accommodation is not generally good, and prices are about that of the second-class hotels in Río de Janeiro, but there are surprisingly good hotels at some of the inland watering places. They charge the same as the first-class Río hotels. Tipping in hotels may be calculated on a 10 per cent. basis. A sympathetic treatment of servants and hotel employees

goes a long way.

In general throughout Brazil tipping is usual, but perhaps less common and less costly than in most other countries. Porters, however, at steamship wharves and railway stations expect generous sums and the regulations oblige the traveller to employ two or three where one would serve. The traveller should carry his own

hand luggage when he can.

It is difficult to find an unfurnished flat or house, and even more difficult to find one furnished. Monthly rents for three room flats in Río and São Paulo run from Cr.\$2,500 to Cr.\$5,000 unfurnished, and from Cr.\$6,000 to Cr.\$9,000 furnished. Four to six room houses rent at from Cr.\$5,000 to Cr.\$7,000 unfurnished, and from Cr.\$7,000 to Cr.\$10,000 furnished.

Cost of Living: There has been considerable inflation in Brazil

for some years, and prices are still rising.

Meat is costly. Brazilian canned goods are high priced; U.S.

canned goods cost even more.

A small family's monthly electricity bill in Río (where gas is used for water heating and cooking) is about Cr.\$140; In São Paulo, where heating and water heating is by electricity, it is from 250 to 350. Unlimited residential telephones cost Cr.\$90 a month in São Paulo, if a telephone can be got! They cost more in Río.

For the sake of prestige, if nothing else, servants must be used.

391

They usually live in; the householder provides food, uniform, and certain other articles of wear. Actual cost of a servant is about twice the wage, and wages paid per month in the two main cities are: cook, Cr.\$600-1,200; housemaid, 450-750; nurse, 750-1,200.

Those who wish to rent unfurnished houses should bring their furniture and household equipment with them. First-class furniture can be made locally, at extreme prices, in 8 months or so. A reasonable amount of equipment is duty free, and there is a rebate of 50

per cent. duty on furniture, carpets, curtains, and pictures.

Plenty of clothing (particularly shoes) should be taken, and as much of it as possible washable. Ready-made men's suits cost at least Cr.\$2,000 if made of Brazilian, and 3,000 if made of imported cloth. Ready-made models for women cost from Cr.\$500 to 5,000.

These are the official working class cost of living indices for the

month of March, 1953, in São Paulo city.

Clothing. Hygiene. Transport. Food. Rent. Light Index. and Fuel. 746.7 669.3 521.9 277.8 496.5 675.9 (Base-January 1939 = 100).

Currency: The unit of the monetary system is the Cruzeiro, divided into 100 centavos. The metal money consists of 1, 2, and 5 cruzeiros, and 10, 20, and 50 centavos. There is paper money for 10, 20, 50, 100, 200, 500, and 1,000 cruzeiros. All money amounts are now proceeded by the symbol Cr.\$. A comma is used to indicate the division of cruzeiros from centavos. For example:-

Cr.\$0,30 (thirty centavos).
Cr.\$12,10 (twelve cruzeiros and ten centavos).
Cr.\$875,25 (eight hundred and seventy-five cruzeiros and twenty-five centavos).

The U.S. dollar has been adopted as the basis of exchange. The selling rate for sterling is 120.00 and for the dollar is 49.00.

Weights and Measures: The metric system was adopted in 1889, and is used in all official departments. It is the only dependable standard to employ, as various of the ancient measures have widely different measurings in different parts of the country.

STANDARD BALES.

Coffee 60 kilos. 80, 140, 180 or 225 kilos. Cacao 60 kilos. Tobacco ... 70 kilos average.

Mail from Britain to Brazil, see page 28.

Letter Post: - Inland and Pan-America and to Spain, per first 20 grammes, 60 centavos and 50 centavos per 20 grammes thereafter. Foreign, per first 20 grammes, Cr.\$1,50 and 90 centavos per 20 grammes thereafter. Air-mail: Inter-state rate is Cr. \$1,20 for each 5 grammes or fraction of L.C. mail (letters, letter cards, postcards), and 25 grammes of A.O. mail (manuscripts, samples, printed matter and parcels). The charge within the same state is Cr. \$0.90. Foreign countries are divided into six groups, according to distance from Brazil. Charges are for 10 grammes of L.C. mail and 50 grammes of A.O. mail. They vary from Cr. \$1.70 L.C. Cr. \$2.00 A.O. for near Republics; Cr. \$3.80 L.C., Cr. \$5,30 A.O. for Spain and the U.S.A.; to Cr. \$5.80 L.C. and Cr. \$6.60 A.O. to Great Britain, to which air mail is now carried four times a week by British Overseas Airways Corporation.

Telegrams: The charge varies from 10 to 40 centavos per word in the various States, in addition to a fixed charge of 1 cruzeiro

per message.

Cables: All America Cables & Radio, Inc., communicates with all the world through its stations at Río de Janeiro, Santos, and São Paulo. The Western Telegraph Co., Ltd. (British), has branches at all important ports on the coast and at São Paulo. Communication is provided with all parts of the world "Via Imperial."

International and internal radio-telephone services are maintained by the Companhia Radio Internacional and the Radiotelegraphica

Brasileira.

Radio: There were 80 radio stations in 1930. There are now 400. Radio is a tremendous factor in the unifying of a vast nation, many of whose subjects live deep in the interior with no other communication.

Brazilian Law recognizes an unspecified number of National Holidays (at present six) declared by Federal Law; and Religious Holidays declared by each Municipality according to local tradition

and not exceeding seven in number.

The National Holidays are January I (New Year), April 2I (Tiradentes, a Brazilian hero), May I (Labour Day), September 7 (Independence Day), November 15 (Day of the Republic), and December 25 (Christmas).

In Río de Janeiro the seven Municipal holidays are January 20 (Foundation Day), Good Friday, Corpus Christi, July 1 (Bank Holiday), All Saints Day, All Souls Day, December 8 (Immaculate

Conception).

In São Paulo the seven Municipal holidays are: January 25 (St. Paulo), Good Friday, Corpus Christi, June 29 (St. Peter), August 15 (Assumption), November 1 (All Saints), December 8 (Immaculate Conception).

The language is Portuguese. Italian and German are much spoken in the southern States, for many Italians and Germans have settled there. Failing Portuguese, correspondence should be conducted in French or English, which are understood by many educated people.

There is no State religion, but the Roman Catholics, with two Cardinal Archbishops and Bishops in all the larger cities, predominate. The separation of Church and State was carried out by the Republic.

All religions may be practised, whether privately or publicly.

Time: Brazilian Standard Time is three hours behind G.M.T. in all the eastern parts. However, there are two zones further west. The States of Mato Grosso, Pará (west of the Pecuarí, Jarí and Xingú rivers), and Amazonas (east of a great circle joining Tabatinga to Porto Acre and including these two towns) are four hours slow on G.M.T. That part of the State of Amazonas not included above, and the Territory of Acre are five hours slow on G.M.T.

PRESS

Rio de Janeiro: "Diario Carioca," "O Globo," "Diario de Noticias," "A Nação," "Correio da Manhā," "Jornal do Brasil," "Jornal do Commercio," "A Noite," "Diario da Noite," "O Jornal," "Diario Oficial," (the official gazette). "Brazil Herald" (daily, in English); and many others.

São Paulo: "Diario do Noite," "Folha da Manhã e da Noite," "Diario Popular," "O Estado de São Paulo," "Diario de São Paulo," "A Platea," "Correio Paulistano," "Times of Brazil," "A Gazeta," "O Tempo," "Ultima Hora." Salvador: "Diario de Noticias," "A Tarde," Recife: "Jornal do Recife," "Jornal do Commercio," "Diario de Pernambuco," "Diario da Manhã," "Folha da Manhã." "A Tribuna." Para: "Estado do Pará," "A Folha do Norte." Manaus: "O Iornal."

Manaus: "O Jornal."

Porto Alegre: "Correio do Povo," "Diario de Noticias."

Rio Grande: "Rio Grande," "O Tempo," "Gazeta da Tarde."

Pelotas: "A Opinião Publica," "Diario Popular."

Curitiba: "O Dia," "Gazeta do Povo."

Travel Information: Besides the travel agents there is a Government Tourist Bureau at Avenida Marechal Camara, 171, Río de Ianeiro.

Food: The food can be very good indeed. The most common dish is feijoada, a compound of black beans and rice, cooked separately. In a variant—feijoada completa—one or more other ingredients (jerked beef, smoked sausage, smoked tongue, salt pork, along with spices, herbs and vegetables) are cooked with the beans. Manioc flour is sprinkled over it at table. Hotels often lack the faith to serve these popular dishes, but the restaurants will oblige. Bahia has some excellent fish dishes; some restaurants in most of the big cities specialise in them. Fish is often served as an entree with vegetable and rice, or as a thick chowder. Boiled fish is served with shrimp sauce and manioc flour. Vatapa is a good dish in the north; sometimes it contains shrimp or fish sauced with palm oil, or coconut milk. Empadinhas de camarão are worth trying; they are shrimp patties, with the shrimps and various ingredients like olives and heart of palm encased in light pastry. A tender grilled fillet served with roasted manioc flour goes under the name of churrasco (it came originally from the cattlemen of Río Grande do Sul). There is plenty of game, most commonly stuffed with manioc flour, boiled eggs, or olives. A white hard cheese is usually served for dessert with bananas or some fruit paste.

There is fruit all the year round, ranging from banana and orange to pineapple (abacaxi) and alligator pear (abacate). Some people like the mango and the fruta do conde (custard apple, which should be taken with fresh guava). Two other fruits, genipapo and jaboti-

caba are very good.

Drinks: Imported drinks are expensive, and it is hard to find a native wine which is not mediocre. The beers are considered good, but a taste for them sometimes has to be acquired. The poorer classes drink rum. There are plenty of local minerals, including guaraná. There is a surprising range of non-alcoholic drinks: bacurí, cupuaçú, caju, pitanga, and maracujá. Everything is worth trying once.

Brazilian Representation in Great Britain: The Brazilian Embassy is at 54, Mount Street, London, W.I. The Ambassador is

Sr. Samuel de Sousa Leao Gracie, C.B.E.

The Chancellory and the Consulate General are at 32 Green Street, W.I. There is a Consulate General at 9 Croxteth Road, Liverpool, and Consular offices at 59, Queen Street, Cardiff; 124 St. Vincent Street, Glasgow; the Prudential Buildings, South-

ampton; and at 57 Grainger Street, Newcastle-on-Tyne. The Brazilian Government Trade Bureau is at 157 Regent Street, London, W.1.

British Representation in Brazil: The British Embassy is at Praia do Flamengo, 284, Rio de Janeiro. The Ambassador is Sir Geoffrey Thompson, K.C.M.G.

The Consulate in Rio de Janeiro is at Avenida Rio Branco, 4, 9th floor, and the Consulate-General in São Paulo at Rua Barão Itapetinga 93, 5th floor. There are consular offices at Moro Velho, Vitória, Belo Horizonte, Curitíba, Florianopolis, São Francisco do Sul, Santos, Porto Alegre, Rio Grande do Sul, Pernambuco, Ceara, Maceió, Natal, Pará, Manaos, Maranhão, and Bahía.

BRITISH GUIANA

THE Colony of British Guiana, the only British Colony in the South American continent, lies between the first and ninth degrees of north latitude and the fifty-seventh and sixty-first degrees of west longitude. The seaboard, roughly 270 miles, runs from near the mouth of the Orinoco River on the west to the Corentyne River on the east. The Colony has on the north the Atlantic Ocean, on the south and south-west Brazil, on the east the Dutch Colony of Surinam, and on the west Venezuela. It is divided into the three counties of Essequibo, Demerara, and Berbice. Its area is about 83,000 square miles, about the size, that is, of Great Britain. Only 481 square miles are cultivated.

All intensive cultivation is confined to the coastal plain along the 250 miles of Atlantic coastline; its maximum width is 10 miles, except along the banks of two of the major rivers. The normal surface of the plain is below high tide level; without coastal protection it would revert to permanent swamp. The rainfall varies from 80 to 120 inches a year, and falls mainly in two defined wet seasons—May to September and December to February. For the most part the soil is heavy silty clays, covered in some parts with a layer of peaty material known as pegasse. The combination, therefore, of gravity drainage limited to periods when the tide level is low, a high rainfall, and soil of low permeability provides a major water control and

drainage problem.

Some natural drainage channels are provided by the rivers. The major rivers are the Corentyne, forming the Surinam (Dutch) border on the east, the Berbice and Demerara—30 and 100 miles respectively to the westward—and, finally, the Essequibo, which enters the sea about midway along the coast and has a catchment area covering the greater part of British Guiana. There are also a number of small meandering intermediate rivers or creeks. Similar rivers or creeks exist to the west of the Essequibo. The tidal range is high and all the rivers, large and small, are tidal to the limit of the coastal plain. During the rainy seasons all the rivers can flood their banks; fortunately the pressure of water from behind prevents their becoming

salt for any great distance up their courses except in times of unusual

drought.

The economic inducement to overcome the formidable drainage problems is the high fertility of the soil. A large scheme is now in hand for the proper irrigation of the whole coastal belt. It will take 20 years to complete at an estimated cost of £1,586,000. When completed, more than a million acres of rich land will be made available for the intensive cultivation of crops, particularly of rice.

Beyond the coastal belt an intermediate belt of undulating land about 100 miles wide is heavily timbered in parts and bears the minerals; the hinterland is savannah and mountain, a great deal of

it forested.

The North-West district between the Pomeroon River and the Venezuelan boundary, consisting of 8,000 square miles, peopled by 6,350 persons, of whom one-half are aborigines, is almost entirely uncultivated. A small area is cultivated by Indians near Mora-

whanna (Waini River).

The tract immediately south of that point contains primary forest, and hills up to 500 feet, with fine loamy soils on which many kinds of citrus, bread fruit, cacao, coconuts, coffee, pineapples, bananas, vegetables, and maize grow profusely. The country is apparently suited for grain, vegetables, dairying, and pig farming. The water is good, the soil rich, the climate healthy, and there are natural waterways leading to a river with depth sufficient for ocean-going ships.

The **population** was estimated in 1950 at 425,156, of whom about one-fourth are town dwellers. Nearly half are of East Indian origin. Europeans number only 2,500. The birth-rate is 39.9 per thousand, and the death-rate 14.6. Over 28 per cent. of the population are occupied in agriculture. Some 21.4 per cent. are illiterate, but 97 per cent. of all children between 6 and 14 now attend school. The main language is English.

Costumes of the Country:—The population includes English, Portuguese, East Indians, Chinese, Africans, mixed races and aboriginal Indians. A section of the immigrant races have kept their national dress, and many kinds of picturesque costume are seen.

The East Indians who form the bulk of the agricultural labouring population work on the sugar estates and rice fields. They are a good-looking people. The men wear cream loin-cloths, white, magenta or saffron shirts, white or coloured turbans, or a bespangled velvet cap and silver bangles. The women wore short cotton skirts and embroidered boleros, coloured handkerchiefs round their heads, and gold and silver ornaments until lately.

The springtime festivals of the Indian population are worth seeing. The pagwa involves anointing with a magenta-coloured dye. The Tadja—a Mussulman celebration—is held in February

on the sugar estates, and there is great merry-making.

Rail Communication:—There are two lines of single-track railway, both of which have been acquired by the Government. One line runs from Georgetown along the east coast of Demerara for 60½ miles to Rosignol, diagonally opposite to New Amsterdam. The other runs along the west coast of Demerara for 18½ miles,

starting at Vreed-en-Hoop on the left bank of the Demerara River and ending at Parika, opposite the Island of Leguan, in the estuary of the Essequebo River.

River Transport:—The Transport and Harbours Department operates: (1) Ferries across the Demerara, Berbice, and Essequebo rivers; (2) A steamer service from Georgetown to Morawhanna and Mabaruma, on the Barima and Aruka rivers, N.W. District; (3) Georgetown to Adventure on the Essequibo coast; (4) Georgetown to Bartica at the junction of the Essequibo, Mazaruni, and Cuyuni rivers; (5) Georgetown to Pickersgill and other stations on the upper reaches of the Pomeroon river; (6) Parika to Adventure and Bartica; (7) New Amsterdam to Paradise, 107 miles up the Berbice river; (8) Launch service from Bartica to Lower Camaica, up the Canie Creek.

Messrs. Sprostons, Ltd., operate a steamship service between Georgetown, Wismar on the west bank, and MacKenzie on the east bank of the Demerara river. The company also runs sailing

craft between Georgetown and New Amsterdam.

Roads extend along the coast from Skeldon on the Corentyne river to Charity on the Pomeroon river, and for short distances along the lower reaches of the important rivers. Road transport in the interior of the colony is developing rapidly. The new naturalsurface road from Bartica to Garraway Stream on the Potaro River (102 miles) links up with the old Potaro road system, leading to the gold fields and Kaieteur Fall, and a branch road to Issano, Mazaruni River, now gives easy access to the principal diamond areas. Twentysix Transport Department lorries and a station waggon operate a passenger and freight service over the Bartica-Potaro-Issano roads. There are 272 miles of roads altogether.

NORTH-WEST DISTRICT:—A road is also maintained between Arakaka on Barima river and Towakaima on the Barima river, 29 miles, with branch line to Five Stars, 17 miles; from Barima river, opposite Morawhanna, to Waniana Creek, 11 miles, eight suitable for motors.

Omnibuses run on all the coast roads of the Colony.

COLONIAL HISTORY.

The Colony was first partially settled between 1616 and 1621 by the Dutch West India Company, who erected a fort and depot at Fort Kyk-over-al (County of Essequebo). In 1624 a settlement was founded on the Berbice River by Van Peere, a Flushing merchant. The first English attempt at settlement was made by Captain Leigh on the O'apock River (now French Guiana) in 1604. though followed up by Robert Harcourt in 1613 and 1627, failed to establish a permanent settlement. Lord Willoughby, famous in the early history of Barbados, founded a settlement in 1663 at Surinam, which was captured by the Dutch in 1667 and ceded to them at the peace of Breda in exchange for New York. The Dutch held the three colonies with more or less firmness, now yielding to England, now to France, till 1796, when, during the French Revolution, they were captured by a British Fleet sailing from Barbados. The territory was restored to the Dutch in 1802, but in the following year was retaken by Great Britain, and finally ceded to them in 1814.

ADMINISTRATION.

A new Constitution came into force on the 11th April, 1953. The outstanding features are universal adult suffrage, a bi-cameral legislature and a ministerial system. There is (1) a House of Assembly consisting of twenty-four elected members and three ex officio members, presided over by a speaker nominated by the Governor, and (2) a State Council (a revisionary body) of nine—six members appointed by the Governor, two appointed on the recommendation of the six ministers and one appointed by the Governor at his discretion after consulting minority groups or independent members in the House of Assembly.

The Executive Council is presided over by the Governor and consists of three *ex officio* members, one member elected from the State Council and six members of the House of Assembly, elected by the House and having the status of ministers; one of whom is the leader of the House.

The Governor retains the usual reserved powers for use at his discretion in the interests of public order and other essentials of good government, but is bound customarily to act in accordance with the advice of the Executive Council. There is the constitutional device of joint session of both Houses where the Governor considers it necessary.

The Constitution was suspended in October, 1953.

The judicial system includes some Magistrates' Courts which deal with minor cases, both civil and criminal; and a Supreme Court of one Chief Justice and two puisne judges with original criminal and civil jurisdiction, as well as powers to act on appeal from the lower Courts. Recourse may be had in certain conditions to the West Indian Court of Appeal, and ultimately to the Privy Council.

The common law of England has been the common law of the Colony since January 1, 1917. The commercial law anent companies, bankruptcies, bills of exchange, patents and trade-marks follows the English model. Conveyances of land are made before a judge and after advertisement.

GOVERNOR AND COMMANDER-IN-CHIEF: Sir Alfred Savage K.C.M.G.

TOWNS AND PORTS

Georgetown, chief town, port and capital of British Guiana, is at the mouth of the River Demerara on the right bank. It extends two miles along the river front and has a depth of about a mile. Its population is 84,794, or roughly one-fourth of the total population of the colony. The climate is almost sub-tropical, with a mean temperature of 80.5°F., and there are two rainy and two dry seasons in the coastal area. The wide and well-paved streets are arranged in blocks and planted with trees. There is a pure water supply service and a modern sewerage system.

Little of the town is visible from the sea owing to the belt of trees, for the alluvial flat on which the town stands is below high-water mark. The town is protected by a sea-wall and a system of dykes opened at low tide. The masts of the wireless station, the Light-

house, the Gothic tower of Stabroek Market, and the twin square towers of the Church of the Sacred Heart can be seen. Many of the chief buildings come in sight when the river is entered; their clean. bright whiteness is emphasised by the foliage.

Most of the older buildings are of wood and some are of good architecture, but since the disastrous fire of 1945 many concrete buildings have been erected in the commercial centre of the city. The principal public buildings are the Town Hall; the Anglican Cathedral, which is said to be the tallest wooden building in the world; the Roman Catholic Cathedral; the Bishops' High School; Queen's College; the Technical Institute; the Stabroek Market, a large iron structure with an imposing clock tower; the Public Buildings in which are housed the Government offices and the Legislative Council Chamber; the Victoria Law Courts; and several churches.

The city is lit by electricity and has a telephone service. On the outskirts are many cricket, football, hockey, tennis grounds, and a golf course. The Georgetown Cricket Club, with its pavilions and club-rooms, has perhaps the finest cricket ground in the tropics. There are several open spaces and promenades. There is a large fresh-water swimming pool at the Georgetown Football Club.

The Botanic Gardens, covering 180 acres, have the finest collection of palms in the world, as well as orchids and ponds of Victoria Regia and lotus lilies. The shrubberies are the haunt of thousands of birds. The British Guiana Museum, with its collection of birds and bird skins, was destroyed in the disastrous fire of 1945 which ravaged the most important commercial section of the city. The Amerindian Botanical and Geological Sections of the Museums have been re-arranged in the Carnegie Free Library; the Natural History Museum has been re-opened on a city market site.

The East Indian shops have a fine assortment of the beaten brasswork commonly known as Benares ware. Here may be bought gold and silver Indian jewellery, and knick-knacks.

Among the available souvenirs are parrots, stuffed alligators, fragrant kus-kus grass, guava jelly, cassava cakes, many Amerindian curios such as bead aprons, bows and arrows, blowpipes, basket work, and bright plumed head-dresses, purchasable in Stabroek Market and at the Self-Help Depot, Georgetown. Indian curios can be obtained from pedlars, who buy a stock in the Bush, and hawk it about Georgetown. These itinerants visit the hotels and boarding houses. The most interesting method of collection is to go into the Bush amongst the Amerindians.

Hotels:—Park (40 beds); Tower (40 beds); Woodbine (30 beds); all three \$5 to \$7 single daily. Imperial (20 beds); Victoria (21 beds). Several comfortable and central boarding houses, \$60 to \$80 a month.

Motor Cars:—Bookers' Garage, Tower Garage, Wong's Garage, and many others.

Local Steamers:—Transport and Harbours Dept.; Sprostons Ltd.

Ferries:—Government steamers cross the Demerara River between Georgetown and Vreed-en-Hoop regularly. Fares, first-class 8d., second-class 4d.

Cable and Wireless, (West Indies), Ltd., Electra House, 16 Robb & Hincks

Trains:—(1) Leave Georgetown at 8 a.m. daily, due at Rosignol (for New Amsterdam) at 11.52 a.m. leave Rosignol at 8.00 a.m., due at Georgetown at

11.26 a.m. Sundays: Leave Georgetown at 7.30 a.m., due at Rosignol (for

N.A.) at 10.3 a.m.; leave Rosignol at 4.00 p.m., due at Georgetown 7.00 p.m.

(2) Other trains leave Georgetown daily—for Belfield at 12 noon; for Rosignol (for New Amsterdam) at 2.30 p.m.; for Mahaica at 3.45 p.m.; for Mahaicony at

(3) Daily. Leave Georgetown, 4.30 p.m., for Mahaicony. Leave Mahaicony, 6.30 a.m., for Georgetown.

(4) West Coast Railway from Vreed-en-Hoop to Parika connecting with Colonial

Government steamers for Adventure, Leguan, and Bartica (Hotel Moderne).

Air Services:—See under Air Section. Also British Guiana Airways, Ltd., to the Kaieteur Falls; fortnightly to Tumereng, 170 miles up the Mazaruni river; monthly to the Rupununi district, as far as Bon Success or Jauari.

New Amsterdam, capital of Berbice, the most easterly county of British Guiana, is on the right bank of the Berbice River, near It is 63 miles south-east of Georgetown, whence there are daily trains to Rosignol, on the left bank of the river. The population is 12,812. The foliage gives the town a picturesque air. Good roads and water, modern sanitation, and electric light.

Hotels: -Aster \$3.00-\$4.00; Springfield (8 beds), \$3.00; Strand (6 beds), \$3.00.

Banks: - The Royal Bank of Canada; Barclays Bank (D.C. & O.).

Springlands, near the mouth of the Corentyne River, and Morawhanna on the Waini River, near the Venezuelan boundary, are small ports frequented by sailing vessels.

Bartica, at the junction of the Essequibo and Mazaruni rivers, is the "take-off" town for the gold and diamond fields, Kaieteur Fall, and the interior generally. It may become the future tourist resort of the Colony.

AGRICULTURAL RESOURCES.

The cultivated area, some 225,252 acres, is chiefly under the crops named below:

Sugar is the main crop, and sugar growing on the alluvial coastal plain has for over a century been the staple industry. Export of sugar and its derivatives are 53 per cent. of the total exports by value. The sugar soils are below sea-level and are drained by canals and sluices, or on some estates by pumps. The land is worked manually in the majority of cases, with shovels, forks, hoes and cutlasses. Some of the larger estates use mechanical implements also. New cane becomes ready for cutting in fourteen to sixteen months.

Sugar, molasses, and rum constitute in value 53 per cent. of the exports of the Colony. British Guiana is a high cost producer, relying on a continuation of its favoured terms of access to the United Kingdom market. About one-third of the Colony's wageearners are employed in it, and probably over half the total population is dependent upon it. There are 16 sugar factories, 8 with outputs of over 10,000 tons. The 14 sugar estates are owned by three private companies, which also engage in merchant and retail trading. The largest runs its own shipping line.

Cane is grown chiefly upon estates of 2,000-5,000 acres, although one property exceeds 8,000 acres. The area reaped is approximately 66,964 acres. Cane farming is carried on by peasant proprietors on the East Coast of Demerara; they sell their cane to the estates. The sugar crop in 1952 was 242,692 long tons. Local consumption is 22,524 tons.

The estates produce "dark" or vacuum pan crystals for refinement abroad, the Demerara brown sugar, familiar in the United Kingdom, and a little white sugar. Rum and industrial alcohol are distilled, second molasses is exported, and molascuit cattle food is manufactured. Upon the estates, houses and medical service are supplied for the use of the workers, and in some instances railways are used to take them to the fields. Exports and value:—

_	1951.	Value. \$	1952.	Value. \$
Sugar, tons	180,283	27,250,458	 234,185	41,939,255
Molasses, gallons	5,512,302	1,012,594	 10,791,035	1,750,024
Rum, Proof ,,	2,040,075	2,892,151	 1,084,573	1,887,888

The Colony is one of the chief rice growing countries in South America, but its potential is not fully developed. Rice is planted in the coastal districts on 94,000 acres and farmers are paying more attention to seed selection, planting out, irrigation, and drainage, so that the yield per acre is gradually increasing. The mill equipment is primitive, but is getting more attention, and the Government is now supplying growers with pure and more prolific varieties of seed. A British Guiana Riće Marketing Board has been formed to control exports. Local consumption is about 29,900 tons a year. Exports: 1951—30,073 tons, value \$4,407,529; 1952—27,675 m. tons, value \$6,357,499.

Crops other than sugar and rice are still in their development stages. Much of the riverain area appears suitable for growing cacao, and trial cultivations are now being made. Citrous fruits and pineapples are known to grow readily, and Liberian coffee has been grown successfully in small areas for the local market. Limes grow well on the lighter soils. Maize thrives on well-drained soil as soon as the bush is cut and burnt. Plantains, cassava, corn, yams, sweet potatoes, tannias and eddoes are grown for local consumption. Rubber is planted on a small acreage and does well. Coconuts, which are urgently needed for local supplies of edible oil, margarine and cattle food, take seven years to come into bearing.

Cattle are raised in small herds in the coastal area by East Indian settlers, and in large numbers upon a few ranches. Cattle from the savannahs of the Rupununi hinterland are driven into Georgetown over a 150-mile trail. Wide areas of pasture land 500 ft. above sea-level, and suitable for cattle, remain in the south. A meat packing plant has been set up. Exports of hides were 480,577 lb. in 1951, and 394,948 lb. in 1952.

The number of livestock was returned at 165,955 in 1950. This includes 41,500 head of horned cattle in the savannahs of the hinterland.

Timber:—A Forestry Department staffed by highly qualified men began operations in 1925 under a Conservator of Forests. The Colony is the only source of greenheart (Ocotea rodioei), a variety of laurel wood, stronger than teak, offering great resistance to the attacks of the teredo worm and of white ants. The timber is used to make lock gates, piers, hulls, and keels of ships, apart

from its uses for fishing rods and billiard cue butts. The wood

has a specific gravity of from 1.08 to 1.23.

Other valuable timbers are mora, used as railway materials, wallaba, morabukea, kakeralli, and purple heart. There are large reserves of timber close to deep water, besides the resources of the undeveloped North-western District. These are expected to improve in value as the demand for hardwood grows.

There are forty-one power sawmills and five woodworking factories. The forest area exceeds 78,000 square miles. Exports:—

			1951.	1952.
Greenheart (round & hewn) cubic ft.			552,866	 606,317
Greenheart (sawn) cubic ft	1.		244,590	 271,447
Shingles, No			1,369,950	 984,735
Railway Sleepers, cubic ft		1000	10,721	 13,802
Firewood, Wallaba, tons			8,155	 7,002
Charcoal, tons			4,768	 4,500

Total timber exports in 1952 were valued at \$2,070,423.

Balatá trees occur sporadically over the whole Colony. They are most abundant along the Upper Berbice, and between the Demerara and Essequebo rivers, where they are tapped in the forests. Some of these sources are difficult to get at, but the collection and coagulation of latex have been going on for more than seventy years. In quality, it compares favourably with the balatá of French Guiana, and is much used in Great Britain in electrical work. Exports: 1951—542,143 lb., value \$518,701; 1952—547,639 lb., value \$627,892.

MINERAL RESOURCES.

Bauxite accounts for 28 per cent. by value of all exports.

The largest bauxite resources in the world are at Mackenzie, on the Demerara river. They are of exceptionally high grade and easily accessible. Operations to develop part of these were started in 1914 by the Demerara Bauxite Company, an offshoot of the Aluminium Company of Canada, Ltd., and British Guiana is still in the forefront of bauxite-producing countries. The British and Colonial Bauxite Company—an offshoot of the British Aluminium Company—has taken up a large area. Exports: 1951—2,002,744 tons, value \$16,417,492; 1952—2,285,957 tons, value \$22,240,571.

Diamonds are obtained from alluvial deposits; the output varies somewhat with the rainfall and has decreased largely since 1925. The production of diamonds was 37,480 carats in 1950, and 43,360 carats in 1951. Exports, 1952—38,180 carats, value \$1,477,634.

The diamonds are of excellent quality and rival Brazilian, first-water stones. The small size of the stones has discouraged systematic exploitation, but the average is now about 7.3 to the carat. Stones of one to six carats are plentiful; others of 36, 38,

48, and $49\frac{1}{2}$ carats have been found.

The chief source is the Mazaruni valley, about 130 miles from Georgetown, but diamonds are also found in the Potaro, Cuyuni, and Puruni rivers. The road from Bartica to Issano on the Mazurini river makes it unnecessary to travel through the dangerous rapids of the Mazurini to the diamond fields there.

Gold is recovered by dredging and from the rich hills, where pumps have been installed. The output fluctuates with the supply of water, falling in years of drought. The gold bearing belt traverses the country north-west and south-east for a distance of 250 miles to a width of 75 miles. This belt has only been worked intensively in the north-western and Potaro-Essequebo districts. Gold export was 16,348 oz. troy, value \$885,085, in 1952.

Most of the gold is alluvial, and nuggets are a few dwts. to a few ounces in size are common; the largest nuggets have been one of 333 oz. from the Five Stars District, Upper Barima River, and one

of III oz. from Tiger Creek, Potaro.

IMPORTS AND EXPORTS.

TOTAL EXPORTS . \$50,237,054 \$58,023,973 \$80,828,149
TOTAL IMPORTS . \$55,057,592 \$64,858,769 \$81,090,447

INDUSTRIAL DEVELOPMENT.

The only industries of any consequence are the sugar and rice factories, the saw mills and woodworking factories, and those establishments which produce aerated water. There are also a few foundries and machine shops.

Information for Travellers and Tourists.

Communications:—The Colony is served by the following lines of steamers:—From Great Britain—Harrison Line, Booker

Line and Royal Netherlands S.S. Cov.

From Canada (via the West Indies)—Canadian National Steamships, Saguenay Terminals, and the Alcoa Steamship Company, Inc. From the United States—Alcoa Steamship Co., Inc.; Royal Netherlands Steamship Co. From British India—Nourse Line (trans-shipment at Trinidad). From Australia—United States Line Co., (American Pioneer Line), with trans-shipment at Trinidad. From British and French West Indies—Cie Generale Transatlantique.

Pan-American Airways operate a passenger and air express service (six flights—three north, three south) between U.S.A., and Georgetown *en route* to Paramaribo, Cayenne, Belem, and Rio de

Janeiro. The P.A.A. mail service is thrice weekly.

K.L.M.—Royal Dutch Airlines operate a once weekly service between Curacao and Surinam v.v. calling at British Guiana (Atkinson Field) on both flights. Quick connections available at Surinam for U.K. and European cities, and at Curacao for North

and Central America and Europe.

British West Indian Airways also operate in British Guiana. There are three flights weekly between Trinidad and British Guiana (Atkinson Field 25 miles from Georgetown), as well as one flight weekly between Barbados and British Guiana. (There are connections at Trinidad for the other islands in the B.W.I. and for British Honduras).

British Guiana Airways, Ltd., run a number of services in the Colony, and also a weekly flight between British Guiana and St.



FREIGHT SERVICES

from

United Kingdom Ports

to

West Indies, Guianas,
Venezuela, Colombia,
Cristobal (for Panama and
West Coast Central America)
British Honduras and
Mexico

North Brazil

LINE

THOS. & JAS. HARRISON LTD.,

Mersey Chambers, Liverpool, 2 21 Mineing Lane, London, E.C.3

01

Hy. Langridge & Co., 34 Bishopsgate, London, E.C.2 London to West Indies

Wm. Smith & Co., 49 Leadenhall St., London, E.C.3
London to Guianas

Prentice Service & Henderson, Glasgow, C.2 Staveley Taylor & Co., Mersey Chambers, Liverpool 2 For North Brazil Vincent via Trinidad. Special charter flights can be arranged from Georgetown to Paramaribo, Surinam, and other points in the West Indian area.

The British Guiana Tourist Committee has an Information Bureau in Georgetown, and answers inquiries by mail from abroad. Visitors and would-be visitors are strongly advised to consult the Secretary, Tourist Bureau, P.O. Box 225, Georgetown.

Show Money:—The Chief Immigration Officer may require any person entering the Colony to provide security either by deposit or by entering into a bond as follows:

(a) the sum of \$96, if the immigrant belongs to one of the British West Indian Colonies (other than Jamaica or any of its dependencies) or to Dutch Guiana, and the sum of \$200 if the immigrant belongs to Jamaica or any of its dependencies;

(b) the sum of \$300, if the immigrant belongs to a place situate in North America, Central America, South America, (other than British or Dutch Guiana), Europe or Africa, or to any of the Islands in the North Atlantic Ocean (other than the British West Indian Colonies);

(c) the sum of \$500, if the immigrant belongs to any other place.

Any deposit is refunded at the expiration of two years' residence or earlier if the individual should leave the Colony.

Commercial travellers must produce authenticated invoices for the samples they carry. They may either deposit the duty payable or give a guarantee from some approved person that the samples will either be taken away from the Colony within six months of their arrival or be bonded in a Colonial Bonded Warehouse. The samples can be sold, if the duty is paid, but the traveller is liable to pay a store licence for the premises used by him in his business. There are no other restrictions in the Colony.

Outfit:—No elaborate outfit is necessary. For day wear, drill or palm beach suits or light tweeds are general, and a light waterproof raincoat is useful. For the interior, khaki and good boots and leggings are recommended. Revolvers are unnecessary. Serviceable shot-guns, rifles and ammunition (both English and American) can be bought locally at reasonable rates.

The **climate**, although hot, is not unhealthy. The mean temperature throughout the year is 80.5° F., the mean maximum is about 87° F. and the mean minimum 75° F. The heat is greatly tempered by cooling breezes from the sea and is most felt from August to October. There are two wet seasons, from the middle of April to the middle of August, and from the middle of November to the end of January. Rainfall averages 91 inches a year in Georgetown.

Health:—The malarial mosquito is a house dweller in British Guiana and therefore easy to get at. Malaria has been virtually exterminated.

Cost of Living:—Furnished houses for rental are rare and cost between \$60 and \$150 a month. An unfurnished house, within reasonable distance of the city, rents at from \$60 to \$75 a month and up. Apartments, also scarce, are less. An average family needs 3 servants, each receiving about \$15 a month. Food, \$100 to \$120 (or perhaps a little less according to standard of living); lighting, \$5.00 (or a little more if an electric cooker and "Frigidaire" are installed); telephone, (if required), \$55 per annum.

These are the usual "regular" outlays, for the average purse. Shopping is reasonable, and entertainments, or a club, not expensive.

Currency:—Bank accounts are kept in dollars and cents. The British Guiana dollar has been replaced by the Unified Currency Notes for the Eastern Caribbean Territories; the dollar is fixed at 4s. 2d. Sterling. Local paper currency has the face value of \$1, \$2, \$5, \$10, \$20, and \$100 with bank notes for \$5, \$10, \$20 and higher denominations.

Weights and Measures:—Imperial weights and measures are used.

Postal Rates :- Local Letters-

First oz. or part Each additional oz., or part (Maximum, 2 lb.)	• •	4 cents. 3 cents.
Letters (Abroad)—		
To the British Empire—		
First oz. or part		5 cents.
Each additional oz., or part (Maximum 4 lb.) Foreign Countries and United States—		3 cents.
First oz. or part		8 cents.
Each additional oz., or part (Maximum 4 lb.)		5 cents.
Air Mail to Great Britain, via Miami, U.S.A.:—		
First half-oz		54 cents.
Each additional half-oz		54 cents.
Mail from Great Britain, see page 28.		
Air Mail to U.S.A.:—		
First half-oz		26 cents.
Each additional half-oz		26 cents.
Air Mail to IJS A , thence by sea to Britain :-		

Each additional oz.

Air mail is received and despatched thrice weekly by the Pan American Airway planes which touch Georgetown on the service connecting Miami, Florida, and Buenos Aires. The B.W.I. Airways run air-mail services three times weekly.

.. 26 cents.

Telegrams :- (Land Line) :-

First half-oz.

For 10 words or less	 	 + 5	 36 cents.
Each additional word	 	 	 3 cents.

A Radio Telephone Service is also operated with a number of Government and Private Radio Telephone Stations in the interior of the Colony.

Overseas Telegrams are transmitted via Cable and Wireless (W.I.) Ltd., Electra House, 16, Robb & Hincks Streets, which also operates a radio telephone service to Paramaribo, certain B.W.I. Colonies, and Canada.

The British Guiana United Broadcasting Company Ltd. operates station ZFY, Georgetown, 1,000 watts, on 6 + 1230 mega-cycles. There are two transmissions daily. The Company receives as a subsidy the receiving set licence fees collected annually by the Government. There is commercial advertising.

Press:—The daily newspapers at Georgetown are: "The Daily Chronicle," founded 1881, "The Daily Argosy," and the "Guiana Graphic." There are three weeklies, and a Government Bureau of Public Information.

The Georgetown Chamber of Commerce issues a monthly "Commercial Review."

Public Holidays.

January 1: New Year's Day. May 24: Empire Day. Easter: Good Friday, Sat., Mon. Whit Monday. June: Queen's Birthday.

August: First Monday. October: Second Monday. November 12: Peacemaker's Day (Nearest Monday to Nov. 9). Christmas Day; Boxing Day.

SIGHTS AND SCENES.

The Kaieteur Falls, on Potaro River, in the heart of tropical British Guiana, rank with the Niagara, Victoria, and Iguazu Falls in majesty and beauty. These Falls, nearly five times the height of Niagara, with a sheer drop of 741 ft., pour their waters over a channel nearly 300 ft. wide.

By air it is possible to go from Georgetown to Kaieteur and back in one day, but arrangements for staying over one night or more can be made. The plane lands on the Potaro River above the Fall, and can carry six. The charter rate is \$300, or \$50 each for a party

The plane starts at 8 a.m.

The usual route followed is up the Demerara River valley as far as Mackenzie (65 miles), then across the divide into the Essequibo River Valley. This is followed up to the mouth of the Potaro River (a tributary of the Essequibo) and so up the Potaro, crossing the road to Kaieteur about Garraway Stream, 102 miles from Bartica.

Soon the flying-boat passes through the 10-mile long gorge below the Fall, and Kaieteur comes into sight; then up over the Fall, to alight about half a mile above. From this point a trail leads back to the brink of the Fall, where lunch is taken. From two to

three hours are spent here.

Setting off again, the plane rises a little above the river and flies direct for the gorge. Where one instant there has been twenty feet below the plane, the next there is 800. After passing back through the gorge, the plane lands at Garraway Stream on the Potaro River to refuel, and then, following first the Potaro, then the Essequibo, past Bartica, it turns round the coast line to reach Georgetown about 5 p.m. Altogether the flying time is about 5\{\} hours.

For the two-day trip the usual route is followed, but there is a longer stay at the Fall, for the night is spent at Garraway Stream Rest House. Next morning, the visitors see the gold workings of the British Guiana Consolidated Goldfields, Ltd., at Mahdia.

Taking off again, the plane passes along the escarpment over which Kaieteur tumbles, to view some 30 or 40 other falls, some of them higher than Kaieteur but with much less volume of water. It flies in a westerly direction to the Mazaruni River basin (the diamond river of British Guiana). This river is followed past Bartica, where it Joins the Essequibo, then down the Essequibo and round the coastline to Georgetown.

A new road was opened in 1933 which pushes 100 miles through the forest from Bartica on the Essequibo River to Garraway Stream on the Potaro River, where a suspension bridge—the first in the Colony—has been thrown across the Potaro. The road goes beyond Garraway Stream to Kangaruma, on the Potaro River. The intention is to continue the road to the Kaieteur Falls, so bringing them within easier reach from Georgetown. The road as it is now considerably shortens the journey, which was formerly done by river, and also eliminates several of the smaller falls and rapids which had to be negotiated. From Kangaruma the journey is by boat to Tukeit, passing Amatuk waterfall and Waratuk cataract on the way. After leaving Tukeit there is a climb to the top of the Kaieteur. The journey from Georgetown to the falls and back takes 7 days. The inclusive fare for transport, accommodation and catering is \$75 a head for a party of 10. Lack of transport has now made things difficult.

The road from Bartica is very rough going, and the path up to

the falls is very steep climbing for an hour.

A waterfall, similar to the Horse-Shoe Falls in Canada, was discovered in 1934 on the Ipobe River by the Guiana-Brazil Boundary Commission. It has been named "The Marina Fall." In 1939 Dr. Paul Zahl discovered a waterfall on the Uitshi River computed to be over 1,600 feet high.

[The British Guiana section is revised each year by the British Guiana Chamber of Commerce with the help of the Public Information Officer and Sandbach Parker & Co., Ltd.]

BRITISH HONDURAS

Communications :- Harrison Line freight steamers call frequently with general cargo from the United Kingdom, the principal homeward freight being mahogany and cedar lumber. Shipments from Canada by Saguenay Terminals, Ltd., are with transhipment at Kingston, Jamaica. This transhipment is effected by small steamers which maintain a frequent service to Belize.

United Fruit Company's freight services from New Orleans are fairly regular and are now on a fortnightly basis, and small Royal Netherlands cargo vessels operate between Cristobal and Belize and tranship to and from European ports. The only marine passenger service is furnished by a small steamer connecting with Kingston, except for small motor vessels which take passengers to Puerto Barrios (Guatemala) and ports in Honduras and to Tampa, Florida. However, there is a first-class airport, 9 miles from Belize, well served by lines, connecting with the principal world air routes.

Belize (population, 21,886), the capital, is 4,700 miles from England. Via Jamaica transit takes about 18 days, but it can be reached much more quickly via New York and rail to New Orleans, since Belize is only three days steaming from the latter port. The city—it has two cathedrals—is approached by a narrow tortuous channel after passing through the barrier reef. This, and a chain of mangrove cays, give shelter for vessels in what would otherwise be an open roadstead. Steamers have to anchor from one to four miles off shore according to their draught. For the tropics the climate is both cool and healthy; although the atmosphere is humid, the summer heat is tempered by the north-east trades. It is quite a bright little town. Its chief drawback is its swampy situation and the absence of adequate drainage, but this is now being improved. Drinking and washing water is obtained from the rainfall by catchment and storage vats attached to houses and buildings. Tennis on several courts can be enjoyed by the visitor with proper introductions. Travelling along the new roads now open, the visitor can get a better idea of the country, of which Belize is not typical. The most attractive feature for those with time and means to visit them is the outlying coral reefs and cays. The Mountain Pine Ridge, some 200 square miles of well watered, undulating country rising to 3,000 ft., is now being made accessible by dry weather roads.

Belize is the nearest deep water port to the district of Quintana Roo (Mexico), and is the port from which most of its produce is

exported.

A road runs north to Corozal (96 miles), and on to the Mexican frontier, where a ferry crossing the Rio Hondo connects with a road from Chetumal. Another road runs westward to Cayo and the Guatemalan frontier (91 miles). The Hummingbird Highway connects Belize and Cayo with Stann Creek. This new road joins the main Belize-Cayo road at Roaring Creek, some 10 miles from Belize.

Hotels:—Fort George Hotel compares with the more luxurious Caribbean hotels and has much the same tariff; Palace Hotel; and several boarding houses.

Air Services:—Landing is at Stanley Field, 9 miles from Belize.

Bank:—The Royal Bank of Canada; Barclays Bank (D.C. & O.) at Belize

Baranco, near the Guatemala boundary, grows superior pineapples. The village is a purely Carib settlement.

Benque Viejo, on the western branch of the Old River, 9 miles above El Cayo, is within a mile of the western frontier. The river is a series of rapids, but there is a motor road into El Cayo. Population, 1,264. The Mayan remains at Xanantunich are as interesting as those of Lubaantun.

Corozal, the second most important town, is 99 miles from Belize, and 8 from the Rio Hondo, or Mexican border. The local products are sugar, rum, corn, citrus, and coconuts. The town is open to the sea. Population 2,190. It is connected to Belize by road and there is a bus service several times a week.

El Cayo (or San Ignacio), on the eastern branch of the Old, or Belize, River, is populated by 1,548 Indians, Creoles, and Syrians. The summer heat is trying, despite the altitude (200-250 ft.), but the town is healthy. It is a good starting off place for the mountain Pine Ridge area. There is now an appreciable banana industry.

El Cayo is 121 miles from Belize by river but only 86 miles by a good road. The river journey, broken by many rapids and falls, takes from 2 to 7 days, according to the season, in motor boats with specially enclosed propellers.

Orange Walk is up-river from Corozal, or 68½ miles by road from Belize. It has some 1,395 Spanish, Creole, and Mayan Indian inhabitants, whose living is got from timber, sugar planting, tobacco, general agriculture, and chicle bleeding. A district trade is done with Mexico. A road has been built to Middlesex.

Punta Gorda, the port of the Toledo District, has a preponderantly Carib population of some 1,374. The rainfall is exceptionally heavy. The coast here, about 10 feet above sea-level, is fringed with coconut palms. Main industries: Sugar, cattle and pigs, bananas and rice growing. A road is open to San Pedro Columbia, San Antonio, Kekchi and Maya Indian villages. Punta Gorda to the Mayan ruins of Lubaantun at San Antonio is 21 miles.

St. George's Cay, a picturesque little island 9 miles north-east of Belize, is much used as a week-end resort. There is bathing, fishing, and boating. A former capital, it was the scene of the battle in 1798 which established British possession.

Stann Creek, 33 miles south of Belize, is in a fertile territory exposed to the trade winds, with good water. The local products are bananas, citrus fruit, cassava, and general food crops. Population, 3,414. A road serving the Stann Creek valley runs inland to Roaring Creek to join the main Cayo-Belize road. This is the new Hummingbird Highway.

PHYSICAL CHARACTERISTICS.

British Honduras lies on the Atlantic side of the mainland of Central America within 15° 53′ and 18° 30′ North latitude and 88° 10′ and 89° 9′ West longitude. It is bounded by the river Hondo and the Mexican province of Quintana Roo on the north; on the west by a straight line drawn from Gracias a Dios Falls on the River Sarstoon to Garbutt's Falls on the Belize River, thence north to the Mexican frontier; by a portion of Guatemala with the River Sarstoon on the south; and by the Bay of Honduras and the Caribbean Sea to the east. Its greatest length is about 174 miles; its width is about 68 miles. The total area is 8,867 square miles. The Colony is larger than Wales and slightly smaller than Palestine. It is divided into 5 Districts: Belize, Northern, Stann Creek, Cayo and Toledo. Numerous islands or cays off the mainland are inhabited by fishermen, and on others coconuts are grown, but many are uninhabited swamps. The more important are Turneffe Island and Ambergris, Caulker, St. George's, and English Cays.

The mainland is low and swampy near the coast, but rises inland. The northern half of the Colony is generally flat, but in the south hilly and mountainous, rising in the Cockscomb range to a height of 3,700 ft. The country is well watered, and its many rivers provide the chief means of communication. The soil, other than swamp and pine ridge, is fairly rich and with proper treatment productive.

Climate:—Europeans leading a normal life and taking common precautions find the climate pleasant and healthy. The death-rate per thousand is 12.63, and the birth rate is 39.73. Infant mortality is 106.8 per thousand births.

The north-east trades blow

The north-east trades blow throughout the summer, with heavy south-east winds in October, and north winds which sometimes reduce the depth of water along the coast by 2 feet, from November to February. The average temperature at Belize ranges from 76° F. in January, the coolest month, to 83° F. in August. Rainfall averages 82 inches. The range of rainfall varies from 52 inches in the north to 170 inches in the south. Malaria is prevalent.

The dry season is due about the end of February and the wet

season about the end of May.

The characteristic soils of the Colony are closely related to the geology. The shallow black or red brown soils of the Northern plain overlie marl; their fertility depends on their depth and the adequacy of the drainage. The coastal plain consists of infertile leeched sandy clays over which the rivers have laid down narrow ribbons of alluvium. In the south there is a considerable area of fertile undulating country. The central mountains bear deeper soils, but these would be liable to severe erosion if exposed and are therefore unsuited for extensive agriculture. There are extensive areas of swamp on the plains.

Forests occupy 8,337 square miles, or about 93.9 per cent. of the whole. About 5,160 square miles are classified as workable high forest, inclusive of mahagany, and 572 square miles as pine forest. The residue of 2,400 square miles is swamp, lagoons, rivers or inaccessible hill land. Cultivated land covers about 604 square miles.

The chief rivers are in the north, and run north-easterly, the Belize reaching the sea on the east and the Hondo and the New River on the north. South of Belize there is the Sibun River and certain less important streams. The River Sarstoon forms the boundary with Guatemala.

The population is estimated at 73,171. The great bulk of the population is made up of English-speaking peoples of mixed Negro and white blood, with a certain admixture of Spanish from Mexico and Guatemala. There is every degree of colour, but the total number of residents of unblemished white stock is certainly not over 200, men, women and children. In 1951 the birth-rate was 42.1, and the death rate 11.6 per thousand of the population.

Legal time is now fixed at 6 hours behind G.M.T.

Fauna. There are snakes in the forest and some crocodiles in the rivers and lagoons. Curassow, partridge, quail, curlew, pigeon, snipe, duck, teal and herons are plentiful. There is good quail shooting on the Pine Ridge. The puma, jaguar, tapir, peccary, armadillo and deer are typical animals. Tarpon, including certain rare species, are got in numbers round the coast. Sharks are found in the coastal waters.

NATURAL BEAUTIES.

The Cays, or coral islets, which fringe the coast, are used by holiday campers from February to May, and in August. Bungalows are cheap, and the fish unlimited. The innumerable Cays have an estimated total area of 160 square miles, and have such picturesque names as Hut Cay, Blackadore Cay, Cay Caulker, Hen and Chicken, the Triangles and Laughing Cay. Not all are habitable.

MAYAN REMAINS.

Lubaantun, in the south of the Colony, is 25 miles by road from Punta Gorda. The ruins of the ancient Mayan City have been investigated by the British Museum, but are now once more engulfed in vegetation.

Ruins, mounds, and relics of the period 3000 B.C.—A.D. 1700 are scattered over wide areas in the central Cayo District, as well as in the south. Many are smothered in vegetation, but the region in

which they lie is fairly easily reached by river and lagoon.

COLONIAL HISTORY.

The Colony became known to Englishmen about 1638, probably through a shipwrecked crew which later reached Jamaica and reported the wealth of logwood in the country. Logwood was then the source of textile dyes. The logwood cutters came into contact with the Spaniards and Indians of Yucatan and the Peten district of Guatemala, for there are records of many conflicts between them. Long after the Thirty Years War had ended in Europe, fighting still continued between the subjects of the Kings of England and Spain in this Colony. The Spaniards made frequent attempts to expel Englishmen who came with slaves from Jamaica, and the Governor of Massachusetts sent H.M.S. "King George" to help the settlers

in 1667. In 1671 the settlement was reported by the Governor of Jamaica as having "increased His Majesty's Customs and the natural commerce more than any of His Majesty's Colonies," This was no doubt due to the great value of logwood and mahogany.

In 1717 the Board of Trade asserted the absolute right of Great Britain to cut In 1717 the Board of Trade asserted the absolute right of Great Britain to cut logwood. Next year the Spaniards tried to conquer the settlement, and got as far as "Spanish Lookout" on the Belize River, which they fortified. In 1754 another attempt was defeated, "principally by slaves," at a place called Labouring Creek. In 1779 St. George's Cay was attacked and a great many settlers were carried off to Merida and thence to Havana. It was not until 1787 that Britain obtained from Spain a recognition of the right to cut logwood and a definition of the are in which the right could be exercised. But war broke out between the two countries in 1796. A battle at St. George's Cay, 1798, was a decisive defeat for the Spaniards. Trouble with the Indians in Yucatan persisted from 1849 till 1872. In the political constitution of Guatemala an article declares British Honduras to be Guatemalan constitution of the services and confers Guatemalan citizenship on those who care to claim it. territory, and confers Guatemalan citizenship on those who care to claim it.

British Honduras was officially "a Settlement" until 1862, when it was titled a

"Colony." Nine years later, in 1871, it became a Crown Colony. In 1948 Britain moved warships and troops to this Colony to thwart a reported preparation for attack from Guatemala. The attack did not take place. The Legislative Council consists of the Governor, the Colonial Secretary, Attorney General, nominated unofficial members, and 6 elected members. There is also an entirely nominated Executive Council consisting of the Governor, and 4 nominated and unofficial

members.

But considerable changes in the constitution are in preparation. These provide for universal adult suffrage, for the reconstitution of the Legislative Council with a majority of elected members and a Speaker to preside over it, and for the reconstitution of the Executive Council to be the chief instrument of policy, with three official members and six members elected from the Legislative Council.
GOVERNOR AND COMMANDER-IN-CHIEF; P. M. Renison, C.M.G.

BRITISH HONDURAS CALENDAR.

1638. First British inhabitants shipwrecked on coast.

1662. British logwood cutters settle.

1670. 1765.

1774

1779. 1783.

1784.

British logwood cutters settle.

Colony ceded to England by Spain.

Constitution granted by the King.

Attempt to make the Colony a convict station.

Attack by Spanish forces, British subjects imprisoned and deported.

Treaty of Versailles; British occupation reaffirmed.

Colony handed over by Spain.

Battle of St. George's Cay, "the Pork and Dough Boys' War," and defeat of Spaniards under Field-Marshal O'Neil. 1798.

1803. Fort George built at Belize.

1814. Government House, Belize, erected. Slavery abolished. 1834.

First steamer built in Honduras. 1843. 1861.

First census; population 25,635. Constituted a Crown Colony. 1871.

1881. First newspaper established. Detached from Jamaica. 1884.

Extradition Treaty with Guatemala. The Baron Bliss Bequest. 1914.

1926.

1931. Belize destroyed by hurricane.

FOREST PRODUCTS.

The quality of the mahogany, which forms a principal item in the export trade, is the finest known. The trees occur sparsely, and this makes logging difficult. There is a progressive depletion of accessible supplies. The export of mahogany lumber has been stimulated by the installation of a modern sawmill in Belize. Exports of lumber are chiefly to Great Britain, but the logs and lumber go to the United States. There is also a re-export trade in mahogany logs shipped from Mexico and Guatemala to the U.S.A.

Logwood is found chiefly in the swampy northern areas of the Colony. The trees cut are about one foot in diameter and the sapwood is chipped off to expose the coloured heartwood before the short lengths of logs are brought down the rivers in doreys or barges. Exports have fallen away.

Mangroves, yielding tanning material, are common, and so is

fustic, the source of a yellow dye.

The sapodilla tree (Achras sapota) yields, in addition to hard, elastic, and durable timber, a type of latex which forms the basis of chewing gum. Axe-handles, door posts, and golf clubs are among the special uses of the wood. Shipments of domestic chicle gum, the coagulated latex of the Sapodilla tree, were 835,551 lb., value \$950,347 in 1951, and 612,721 lb., value \$624,838 in 1952. There is also a re-export trade in Mexican chicle.

The local **cedar** (*Cedrela Mexicana*) is used to make native boats (pitpans), canoes, and launches, and is excellent for that purpose. It is insect-proof, prettily figured, and much used for cigar-boxes,

drawers, and wardrobe linings.

The **rosewood**, hard, fine-grained, reddish, and durable, is used for inlaying, turnery, and general cabinet work. The trees are fairly large, but, the pieces sent to market are relatively small.

Miscellaneous Timbers:—British Honduras pine has the character of pitch pine, and reaches a height of 100 feet. Nargusta

wood is durable and plentiful.

Yemeri, resembling poplar in texture, is found near the coast. Santa Maria is heavier and stronger than mahogany, and makes strong beams and masts. Chechem is sometimes misleadingly called "black poisonwood," although the timber is innocuous. It is more abundant than rosewood, of a walnut colour, with black and yellow lines. Ironwood occurs in large sizes, and has a notably fine grain. The local redwood is little inclined to rot when buried. Balsa wood, locally called Polak, occurs in scattered concentrations in the southern half of the Colony, but is not abundant. The average weight is higher than in Costa Rica and Ecuador, averaging about 12-15 lbs. per cubic foot. Its insulating properties suit it for lining refrigerating and sound-proof chambers. A floss obtained from Balsa seed pods is used as a stuffing. The cabbage-bark and Billy Webb trees supply material for trucks and wheels. The bullet tree makes good posts and sleepers.

		-					
Export	: I	tem	1951			1952	
Logs:		Cubic feet		Value	Cubic fee	t	Value
Mahogany		396,598		\$769,684	317,234		\$819,955
Cedar		9,939		\$17,414	32,587		\$85,985
Rosewood		(tons) 319		\$34,177	73		\$3,805
Lumber:							
Mahogany		447,573		\$1,452,636	388,722		\$888,079
Pine		851,212		\$1,432,361	.684,192	\$3	1,162,819
Cedar		58,881		\$119,277	- 47,238		\$126,730
Santa Maria		752		\$1,202	1,637		\$3,825

AGRICULTURAL PRODUCTS.

Agriculture is overshadowed by forest activities, but is of growing importance and will play a greater part in the Colony's economy in the future. The principal need is to make the country as self-supporting as possible in the staple foodstuffs that can be grown

locally. With this in view considerable attention is given to the production of maize, rice and pulses. Two rice mills and drying kilns have been built by the Government and have been in regular

use for some years.

A small Department of Agriculture was formed in 1929 and is established on a district basis. Extension officers are working in each of the five districts. Experimental farms are maintained in all save the Belize district, served partly from the Stann Creek station in the south and partly from the Orange Walk and Corozal stations in the north. Buying centres are the headquarters of the field staff in the outlying areas. They are posted to the areas where agricultural developments is most likely. The Colonial Development Corporation has now embarked on a number of agricultural undertakings—ramie, citrus and cacao schemes which will involve a capital expenditure of several million dollars.

Coconuts are grown in the coastal areas. The soil and climate are favourable and river and local sea communications simplify transport. Once the trees are planted, little labour is spent on the crop; with more attention it is probable that yields could be increased. Hurricanes, in recent years, have taken their toll, both of crop and of trees. The annual production is about ten million nuts; of this 1,758,000 nuts were exported in 1951 and 2,531,700 in 1952, value \$187,948, almost entirely to the United States.

Grapefruit. Some 5,000 acres are under citrus fruit, mainly in the Stann Creek Valley. Grapefruit of a high quality is produced. The juicing plant in Stann Creek Valley produced 1,980,712 lb., of grapefruit juice in 1952, but the Colony exported 4,551,414 lb., of juice, valued at \$364,317. Fresh grapefruit export was 31,380 cwt., value \$149,261. Total value of all grapefruit exports was \$807,078.

About 500 acres are devoted to oranges, tangerines, limes, and lemons, which grow well. The production of high class Valencia oranges is being increased.

Cocoa occurs in many parts of the country and is prepared and consumed locally. There is a small export to Mexico.

Bananas. This crop grows reasonably well on the many small areas of river alluvium. The controlling factors are Panama disease and Cercospora leaf spot. Exports are mainly to the U.S.A. Exports, 1952—178,127 bunches, value \$334,693.

Sugar. Cane grows vigorously both in the low rainfall areas of the north and in the wetter parts of the south. Sugar production in 1952, 2,200 tons, was enough to meet local requirements and for a small export of 450 tons. Production was principally at the factory in the north. The small mills in the south continued to make low grade brown sugar.

The production of rum has increased considerably. In 1952

production was 53,043 proof gallons.

Maize is the principal food of a considerable section of the population. The country is normally self-supporting in maize. The growers' surplus of this, as of the other main food crops, is bought for Government by the Board of Agriculture, at a guaranteed price;

it is then cleaned and dried and distributed, later, as required.

Rice is the staple food of those who do not eat maize. About 2,500 acres are grown. A large proportion of the crop is kept by the small producers for domestic consumption. The rice for sale is bought and milled to supply a part of the local requirements. The main rice area is in the Toledo District in the south, where the largest quantity of rice is offered for sale.

Root crops and pulses, including yams, cocos, cassava, sweet potatoes, kidney beans and black-eye peas are cultivated for local consumption.

Livestock. Cattle are raised for beef; there is practically no milk production. In earlier days, when cattle were bred for draught purposes, many Zebu animals were imported and the blood of this breed still predominates. Sires of many other breeds, including Red Poll, Aberdeen Angus, Holstein and Jersey, have been imported and the stock is now very much mixed. Good natural pastures scarcely exist and there is need to plant fodder grasses for use during the dry season. Cattle thrive reasonably well but are kept almost entirely on the ranching system. There is no "mixed farming."

Pigs are numerous and widely kept. Berkshire boars, imported

from time to time, are used to grade-up the local stock.

Poultry are fairly numerous and are better bred than in some tropical countries. Rhode Island Red, Barred Rock and White Leghorn types of fowls predominate. Turkeys are abundant.

Fisheries: Export of lobster and other sea products, 1952—\$102,280. (Lobsters accounted for \$90,482).

Exports:—Forest produce accounts for 80.9 per cent. of the total domestic exports.

IMPORTS. TOTAL EXPORTS.

1950 . \$8,782,607 \$4,756,647
1951 . \$12,407,332 \$6,234,131
1952 . \$12,671,851 \$6,189,987

In 1952, 30.7 per cent. of the imports were from the U.S.A., and 36.9 per cent. from the U.K. 28.9 per cent. of the exports were to the U.S.A., and 36.6 per cent. to the U.K.

Public Debt:—At the end of 1952 the funded public debt stood

at \$1,489,718.

Since 1931 the Colony has received a grant in aid of administration from H.M.G. In 1951 the Colony achieved a surplus substantial enough to enable it to stand on its own financial feet again. Detailed control of expenditure has therefore been relaxed by H.M.G. on the understanding that the Colony would pay its way, except for a grant of \$200,000 a year for four years (from 1.1.1953) paid by H.M.G. towards the maintenance of the Northern Road.

Labour:—The labourers are mostly Negroes, Creoles and imported Waika Indians, who form most of the forest workers.

Internal transport:—Apart from the roads mentioned elsewhere in the text there are a number of trails, maintained principally by the Forest Department for fire-fighting. Such vehicles as jeeps can travel over these in dry weather. Nevertheless, a great deal of the internal transport continues to be by sea and river.

A railway, 26 miles long, running from Commerce Bight deep water pier to the bend of the Stann Creek Valley, has been converted

into a road.

The Burdon Canal connects the Belize and Sibun Rivers. Another

canal connects the Sibun River with Northern Lagoon.

There are no tramcars or omnibuses in the towns. Passenger transport is by motor car, and goods are carried by motor trucks and drays. Coastwise transport is by motor vessels and sailing boats.

LOCAL INFORMATION.

The standard currency is the British Honduras dollar, which was equivalent in value to the U.S. dollar until the exchange rate was changed to \$4.00 to the £ on Dec. 31st, 1949. There is a subsidiary silver currency of 50 cents, 25 cents, 10 and 5 cents, nickel 5 cent pieces, and bronze 1 cent pieces coined specially for the Colony. There is a paper currency of tens, fives, twos, and one dollar.

LOCAL MEASURES.

Dry M				LAND MEASURE.
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Un Benequen	=	15	22	Task = I day's work.
Un Cargo	5003	60	23	WEIGHTS.
Un Barril	=	IIO	22	I Quintal = 100 lbs.

Sea and air-mail to the United Kingdom is routed via Jamaica;

sea mail parcels are sent via the United States.

Internal rates and to Canada and the West Indies are 4 cents per ounce; to countries within the British Empire 5 cents for 1 ounce, and 2 cents per ounce thereafter. To other countries, 6 cents and 3 cents. The postal telegraph system is a Government one. The telegraph system is connected by cable across the Rio Hondo with Chetumal, so telegraph business is possible through Mexico with countries abroad. Messages for transmission by land line to Mexico are charged the rate of 22 cents per word; deferred rate, 11 cents. There is a small telephone exchange at Belize.

Air mail from the United Kingdom via the United States, see page 28. Ordinary mail, 2½d. first ounce, 1d. each succeeding ounce.

There is a Government wireless station in Belize transacting

radio-telegraph with foreign stations.

There are internal radio-telegraph stations at Corozal, Punta Gorda and Monkey River. These communicate with Belize.

PUBLIC HOLIDAYS.

January 1.
March 9.
Good Friday and Saturday.
Easter Monday.

May 24.
The Queen's Birthday.
September 10.
December 25 and 26.

Press:—Belize: "Clarion" (daily); "Billboard" (daily); "The British Honduran" (monthly; illustrated).

The Cost of Living for Europeans is as follows:—In Belize: in the new Fort George Hotel: £3 to £4 a day, including meals, but somewhat less in the other hotel and two boarding houses. In the out-districts there are no hotels or boarding-houses except at Corozal and El Cayo. The cost of living generally is slightly higher than in Belize. If 1939—100, the cost of living stood at 271 on July 1, 1952.

(This chapter has been corrected by The Belize State & Produce Co., Ltd.).

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CHILE

CHILE, with an area of 286,000 square miles, is smaller than all other South American republics save Ecuador, Paraguay and Uruguay, but is nonetheless larger than any European state except Germany. Its territory is a ribbon of land lying between the Andes and the Pacific: a ribbon which is 2,800 miles long and, on an average, no more than 110 miles broad; of this width the Andes and a coastal range of highland take up from a third to a half. It contains within itself wide variations of soil and vast difference of climate; these are reflected, from area to area, in the density of population and the occupations of its 6,000,000 people.

In the extreme north Chile has a frontier with Peru, running six miles north of the railway from the port of Arica to the Bolivian capital of La Paz. Its eastern frontier—with Bolivia in the north and with Argentina southwards—is along the crest of the Andes at

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CHILE. 421

an altitude of 18,000 feet in the north, 23,000 feet in the centre, and 13,000 feet amongst the active volcanoes further south; the crest then tapers at a steadily diminishing height to the southern seas, where the Strait of Magellan between the ultimate island of Tierra del Fuego and the mainland gives access to the Atlantic. Chile's western and southern coastline is 2,800 miles long.

A coastal range runs parallel with the Andes from the north to the deep south. In the north and central two-thirds of the land, high and sloping cliffs face the sea: ports are precariously built in small indentations of the cliff face or on shelves of ground lifted slightly above the ocean. At most of the ports ships are unable to tie up: they anchor offshore and loading and unloading is by lighter.

Down the whole length of the land, between the towering Andes and the coastal range, there runs a valley depression, though it is not well defined in the north. North of Santiago transverse ranges join the two massifs and impede transport, but for 550 miles south of the capital the great longitudinal valley stretches as far as Puerto Montt. South of Puerto Montt the sea has broken through the coastal range and drowned the valley, and there is a bewildering farrago of islands, archipelagos and channels.

From north to south the country falls into several sharply con-

trasted zones :--

I. The first 600 miles, from the Peruvian frontier to Copiapó, is a rainless hot desert of brown hills and plains devoid of vegetation. Here lie the nitrate deposits and there are large copper mines.

2. From Copiapó to Illapel (400 miles) is semi-desert; there is a slight winter rainfall, but great tracts of land are without vegetation most of the year. Valley bottoms are here cultivated under irrigation.

The only iron ore mined in Chile is in this region.

3. From Illapel to Concepción is Chile's heartland, where the vast majority of its people lives. It includes the country's three greatest cities. Here there is abundant rainfall in the winter, but the summers are perfectly dry. The valleys are very fertile and intensively cultivated; great farms and vineyards cover the country, which is exceptionally beautiful.

4. The fourth zone—Forest Chile—between Concepción and Puerto Montt, is a country of huge lakes and many rivers, with heavy rainfall during several months of the year. Cleared and cultivated land alternates with mountains or primeval forests. Here is the

tourist's, and fisherman's playground.

5. The fifth zone, from Puerto Montt to Cape Horn, stretches for 1,000 miles. This is archipelagic Chile, an almost unpopulated region of wild forests and mountains, glaciers, fjords, islands and channels. Rainfall is torrential, and the climate cold and stormy. There is no rail connection south of Puerto Montt. A traveller to the south takes the steamer at Puerto Montt, steams for 150 miles between the fertile island of Chiloé and the mainland, and then enters a maze of channels and islands extending for 700 miles, similar to the fjords of Norway. Chilean Patagonia is in the extreme south of this zone.

A subdivision of the fifth zone is Atlantic Chile—that part of Chile which lies along the Magellan Strait to the east of the Andes. This

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CHILE. 423

is in the rain shadow of the Andes and gets little rain. There is a cluster of population here, raising sheep, mining coal and running the only oil wells in Chile.

Later in this chapter each of these regions will be dealt with in greater detail, the occupations of its people discussed, and its ports

and cities described.

The History of Chile: There is much in modern Chileincluding its people—which cannot be understood save in relation to its early history. Native Indians had occupied the country for a very long time before the coming of the Spaniards, but probably not in great numbers. A century before the Spanish conquest the Incas moved south into Chile from Peru, moving across the desert from oasis to oasis at the foot of the Andes. They reached the heartland and conquered it, but were unable to push into the forest land south of the Río Maule: there the fierce Araucanians (or Mapuches as they are called in their own land) were able to hold them. In 1530 Pizarro and Almagro began the occupation of Peru. Five years later Almagro, at the head of a hundred Spaniards and some thousands of Indians, took the Inca road south across the Chilean desert. Many of the Indians perished, but the heartland was reached; bitterly disappointed at not finding gold they returned to Peru. The next conquistador to take the same road was Pedro de Valdivia; he reached the heartland in 1541 and founded Santiago on February 12. This time the Spaniards had come to stay. Reinforced by fresh colonists from Peru and Spain, Valdivia widened his conquest and even pushed south into Araucania land, but was only able to hold the settlement to which he had given his own name. The Araucanians fought desperately—they soon mastered the use of the horse and in 1554 they captured Valdivia himself and tortured him to death. Nearly a century later the Araucanians entered into a treaty with the Chileans whereby they were to retain the lands south of the Bío-Bío. The war, however, continued unchecked, and it was not until 1877 that the Mapuches allowed immigrants to settle in their lands.

Two important things happened during the conquest: first, the land was divided in enormous estates amongst the officers; and second, the Spanish settlers and soldiers cohabited freely with the Araucanian women they captured. The heartland is still subdivided into huge estates, and the cohabitation produced in a remarkably

short time a singularly homogenous population of mestizos.

The Colonial period was greatly troubled by constant wars against the Araucanians and by internal dissentions, particularly between the landowners and the priests, who strongly objected to a system of Indian slavery—the Indian slaves were constantly in revolt. Gradually, during the 17th century, they were freed; slavery was replaced by a semi-feudal bondage which slowly evolved into the inquilino system. Until quite recently the inquilino, or land worker, who left his wretched home and poorly paid job to seek another found all other estancias closed to him. He is now, however, well protected by a social security scheme and in 1953 his remuneration was increased to a living wage.



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There were, too, natural disasters in the form of earthquakes and tidal waves which wiped out the cities again and again. And from the end of the 16th century British and French pirates infested the coasts. It was to prevent the British from passing through the Strait of Magellan that a colony was planted at Punta Arenas. From the first, Chile formed part of the Vice-Royalty of Peru; it was controlled from Lima, and trade was allowed only with Peru. This led to uncontrolled smuggling-piracy and smuggling go together-and by 1715 there were 40 French vessels trading illegally along the coast. It was not till 1778 that trading was allowed between Chile and Spain, but by that time colonial loyalty had been considerably weakened. The powerful Chilean aristocracy was no longer content to remain in tutelage to Lima or to Spain. In 1810 General Bernardo O'Higgins—the son of an Irishman and a Chilean mother—proclaimed independence: he had been a General in the Spanish forces and later a Viceroy of Peru. There were seven years of bitter war against the occupying troops of Spain—Lord Cochrane was in charge of the insurrectionist navy-but in 1817 General José de San Martín crossed the Andes with an army from Argentina and helped to gain a decisive victory. O'Higgins became the first President: under him the first constitution of 1818 was drafted: a singularly democratic constitution which set the tone for the famous one of 1833. But there was one thing which was dangerous to touch in Chile: the big estate, and O'Higgin's attempt to distribute the land led to his downfall in 1823. For almost a century the country was fuled by a small oligarchy of landowners. It was during this period, from 1879 to 1884, that the War of the Pacific was fought against Peru and Bolivia. All three contestants were claiming the new nitrate wealth of the desert in the north. Chile emerged victorious—it even occupied Lima—and for 40 years thereafter it drew great wealth from the nitrate fields. One unsuspected result of this was that the Chilean inquilenos, after a taste of liberty, were unwilling to return to the bondage of the big estates; the ex-service men migrated to the cities, or pushed south into the new lands beyond the Bío-Bío recently opened by consent of the Araucanians. The free labourer had made his appearance.

The rule of the Right was overthrown by the liberal regime of President Alessandri in 1920, and again in 1932, but he was prevented from carrying out his programme. A later president, Aguirre Cerda (1938-1941), was the first to come from the ranks of the poor. With his passion for education, health and agrarian reform he was able to achieve something, particularly the foundation of the Chilean Development Corporation to organise the republic's economic development. But the outcome of the struggle between left, centre and right for

power is as yet in the balance.

The Chilean People: There is less racial diversity in Chile than in most Latin American countries. There are some 100,000 pure blooded indigenous Indians, and another 200,000 of closely allied stock; 95 per cent. of them live in the forest land between the Bio-Bio and the Tolten rivers. The rest of the population is mestizo: a virile and energetic compound of bloods. Social barriers, as elsewhere, cut across the community, but aristocrat and inquilino are of

The traveler who goes to CHILE



CHILE. 427

the same stock, and that stock little modified by immigration, as in Argentina and Brazil. Immigrants did arrive in the pioneer regions being developed during the 19th and 20th centuries, but always in comparatively small numbers. The German, French, Italian and Swiss immigrants came mostly between 1846 and 1864 as peasants and small farmers in the forest zone south of the Bío-Bío. Between 1880 and 1900 gold seeking Yugoslavs settled in Atlantic Chile in the far south, and the British took up sheep rearing and commerce in the same region. The influence throughout Chile of the immigrants is out of proportion to their numbers: their signature on the land is most marked in the German colonisation of Valdivia, Puerto Montt, Puerto Varas and Osorno.

The total population of Chile in 1952 was 5,930,809. (Apart from the 300,000 or so who speak Araucanian but are bi-lingual, the people speak Spanish, but with marked regional variations). The population has more than doubled since 1900. In the desert north, a third of Chile, there are only 367,750 people, or 6½ per cent. Middle Chile (from Copiapó to Concepción), 18 per cent. of the country's area, contains 65 per cent. of the total population. Three of its provinces—Valparaiso, Santiago and O'Higgins, 4 per cent. of Chile—contain no less than 45 per cent. of the population. The forest zone immediately south of this area has a density of 20 to the square mile, but is still well below the density of Middle Chile (72 to the square mile). The Archipelago is sparsely populated: it contains only 110,000 people, and 90 per cent. of these live in the island of Chiloé—a density for the whole area of 1 person per square mile. Atlantic Chile, 7 per cent. of the country, has 1 per cent. of the population.

There are few countries in the world with a higher birth-rate: it was 33 per thousand in 1952. The birth rate is highest in the cities, particularly of the forest zone. Illegitimacy is a feature of the high birth rate, but it has fallen from 39 per cent. in 1917 to about 20 per cent. today. Chile's death rate—18.1 per thousand—is exceeded only in Egypt. The highest death rates are shown by the cities. Infant mortality, always notoriously high, is still 160 per

thousand live births; it is highest in the rural areas.

The natural increase in the population was taken up in the past partly by migration to those areas which were being developed and partly by migration to the cities. To-day, there is in process an intense urbanization of the populace. Between 1930 and 1950, Santiago increased its population by 80 per cent., Viña del Mar by 64 per cent., and Osorno by 98 per cent. The cities are expanding because internal industries are expanding.

High birth rates and death rates are usually, to-day, an aspect of poverty. No less than half Chile's population is suffering from malnutrition. A grim estimate by the International Labour Office is that II.9 per cent. suffer from malnutrition, 27.3 per cent. from serious malnutrition, and II per cent. from desperate malnutrition. This is not entirely a phenomenon of the cities: it is rampant also in the heart of the richest countryside in Chile.

Agriculture employs by far the greatest number of workers: 35 per cent. of the whole. Industry employs 17 per cent., commerce

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CHILE. 429

12 per cent., construction 5 per cent., and mining—the most important activity so far as the country's economy is concerned—only 4 per cent.

Economic Problems: Most of Chile's foreign exchange is received from the exports of copper and nitrate; copper is by far the more important. Since there are large foreign investments in both, between one-quarter and one-half the proceeds from their sales must be deducted before arriving at a correct estimate of

Chilean receipts from these industries.

Chile's most pressing economic problem is how to grow enough food for herself. Agricultural production has increased, but has not kept pace with the growth in population: to-day there are comparatively large annual imports of wheat and cattle to make up the deficits; imports too of the many products which Chile herself is unable to grow: sugar, cotton, rubber, bananas, cacao, tea, coffee, yerba mate and jute. Her failure to provide her own food is partly due to soil erosion and the falling yield per hectare of the grains, but it must be looked for in the main in the use Chile makes of the rich lands she has at her disposal from Copiapó to Concepción, and in the forest zone from Concepción to Puerto Montt. The primitive and inefficient use she makes of her land is mainly due to a distribution of that land which dates from the conquest. The Spanish crown rewarded the officers of her conquering army with large gifts of encomiendas: these were grants of the right to collect taxes from the Indians within them, but these grants were soon changed into actual proprietorship of the land itself. The hacienda system is still the system of ownership in the heartland, but less so in Forest Chile. The Republic, which is otherwise excellently documented, is chary of issuing statistics on land ownership, but in 1925 there were 82,084 land holdings between Coquimbo and the Bío-Bío. Of these 76,588 were "small" properties of under 200 hectares (494 acres), and 5,396 properties were listed as haciendas. But these haciendas had 89 per cent. of the farmland. In the Vale of Chile (along the Aconcagua river), 3 per cent. of the proprietors had 98 per cent. of the land. Some of the haciendas are very large indeed: 375 of the properties are of more than 12,350 acres each, making up 52 per cent, of the land which is privately owned in the heartland. One, near Santiago, is believed to be 160,000 hectares, or 618 square miles.

Middle Chile is a beautiful and peaceful land. Great rows of eucalyptus and Lombardy poplar trees and weeping willows crisscross the landscape. The roads, mile after mile, are lined by high mud walls; alongside them flow the irrigation canals. There is an occasional "quinta" or "chacra," a small fruit or vegetable farm. And amongst groves of eucalyptus trees and set in beautiful gardens lie the great rambling hacienda houses of the "fundos," the mediaeval estate, with a huge agglomeration at the back of storerooms, granaries, wine bodegas, stables, dairies and workshops. At some distance is a single street of "rucas," or huts of the workmen. The inquilino, or land worker is not a peon, but he is by tradition closely bound to his patron. He now receives a living wage, and is free to move, but custom holds him to the estate. His house is a mud house, with a mud floor, thatched and poorly furnished; it is

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CHILE. 431

without sanitation, without heating; cooking is usually done outside, in all weathers; water is not laid on: it is taken from the irrigation canal. Some two acres are given him for his own use: on it he grows fruit and keeps a horse or cow and a pig or two and a few chickens, and he is generally given a little land elsewhere on which

to grow grain.

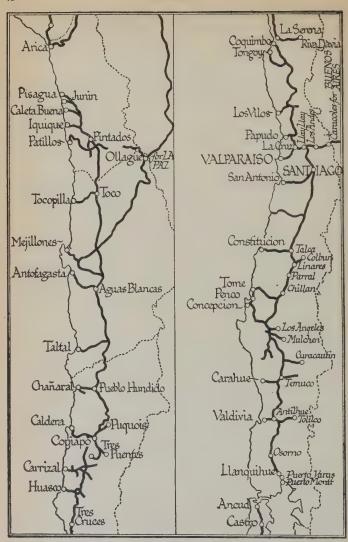
The small independent farms are mostly in the coastal range and along the foothills of the Andes, generally on poor land which lifts the owner little above the standard of life lived by the inquilino. In only one place, Los Andes, is excellent land sub-divided into modest properties. The number of small farms is, however, growing slowly, but until the hacienda system is broken, or the hacienda owner takes to modern techniques of farming, there is little likelihood

that the Chilean people will be able to feed themselves.

Most of the cropland in the area is irrigated, for the summer is perfectly dry, and most of the irrigation is maintained at the expense of the hacienda owners. Irrigation is simple: the melting snows keep the rivers flowing in summer, and water distribution is cheap, for the land slopes gently from east to west. But only one-tenth of the area is cultivated, for the land is mostly used for pasture or for feed crops such as alfalfa, clover, oats and vetch for the small herds of cattle and horses. Wheat is the largest grain crop, and the yield per acre is high. Maize is the staple food of the peasants, along with the potatoes and vegetables they raise on their plots. There is some barley, especially near the towns, where it is used for brewing. Most haciendas have irrigated orchards and vineyards, but there are unirrigated vineyards near Concepción, on the slopes of the coastal range. The land is not intensively used.

Communications: The difficulties of archipelago, forest and desert make communication a formidable problem. It would be much more serious if 90 per cent. of the Chilean population did not live in the compact central rectangle between La Serena and Puerto Montt. Its main means of communication is the sea. There have been regular sea services from Europe since 1840: the opening of the Panamá Canal made these services less arduous. The two main international steamship lines are those of the Pacific Steam Navigation Company and the Grace Line. Chilean coastal shipping (in the main the vessels of the Cía Sud Americana de Vapores) exceeds international shipping both in tonnage and number of vessels. The three southern provinces can only be reached by sea or air, for there are no roads or railways to them. Only a short distance along one river—the estuary of the Valdivia—is navigable.

Railways: Chile claims—as does Peru—the first railway in South America (1851); she was certainly the first country to electrify a section of her railways: that between Santiago and Valparaiso. There are 5,434 miles of line, of which 3,859 are state owned. Most of the privately owned 1,575 miles of line are in the desert north, where the northern terminal is Pisagua. It is possible to travel by the main trunk line for 1,500 miles from Pisagua to Puerto Montt, the southern terminal. From this trunk line branches run westwards to the ports and seaside resorts, or eastwards to towns



CHILE RAILWAY MAP.

and spas. The State line has a metre gauge, but others vary from 2 ft. 6 in. to standard gauge. The accompanying map will make

clear where the railways run.

Five international railways link Chile with its neighbours. There is a "local line" between Arica and Tacna, linking Chile with Peru. There are two railways to Bolivia: a State line between Arica and La Paz (278 miles), and a British-owned line from Antofagasta through the Calama oasis to La Paz (722 miles). Nearly all Bolivian imports and exports are carried by these lines. Between Chile and Argentina there are two lines: the recently opened railway from Antofagasta to Salta, in the Argentine north-west, and the Transandine Railway linking Santiago and Valparaiso through Llay-Llay, Los Andes, and Mendoza with Buenos Aires. Very little freight is carried on this line, but it is an important link for passengers. Two or three other links with Argentina are projected in the south, where the passes are low: the most important is the plan to link Cura Cautin with Bahía Blanca via Zapala, but roads are so much easier to make that most of these railways are hardly likely to be completed.

Roads are now being built in preference to railways. About four-fifths of the 48,000 miles of road can be used the year round, though 68 per cent. of them are unimproved and only about 800 miles are first class. The region round the capital and the Central Valley are the best served, but most of the towns, even in the desert zone, have a good network of highways.

The Pan-American Highway runs from Arica to Calera; from Calera one branch goes to Los Andes and over the Upsallata Pass to Mendoza, in Argentina, and another to Santiago. Another main international road in the Lake District goes from Osorno or Puerto

Varas across the Pérez Rosales pass to Argentina.

Air Services: For the national and international air services, see Information for Visitors, at the end of this chapter.

Constitution and Government: The present Constitution (1925) guarantees equality before the law to all, freedom of expression and association, liberty of movement, the inviolability of property within social needs, and full religious freedom. The franchise is granted to all literate Chileans over 21, and voting is secret. Church and State are separate. The press is free.

The parliamentary system is bi-cameral: a Chamber of Deputies (one deputy for each 30,000 inhabitants), is re-elected every four years, and a Senate of 45 is elected for eight years, but half its

membership is renewed every four years.

The President, who must be over 30, is elected by direct vote for a six-year period, and cannot be re-elected for the following term. He has wide powers: taxation proposals are his province, and he can (like the two houses) initiate legislation, but a two-thirds majority of both houses can over-ride his proposals.

Executive and judiciary are quite separate; the latter is non-

political.

PRESIDENT—General Don Carlos Ibañez del Campo.
MINISTRY.

Interior Santiago Wilson. Foreign Affairs Tobias Barros.

There are 10 other Ministries.

Social Insurance: The Chilean national system of compulsory social insurance covers practically the entire working population, and is administered by a number of governmental agencies under the general supervision of the Ministry of Health, Social Insurance, and Social Assistance. Sickness, invalidism, old-age, and maternity insurance is compulsory for all manual workers, the programme being financed from payroll contributions by employers, workers, and the Government, payable to the Workers Obligatory Insurance Fund (Caja de Seguro Obrero Obligatorio). Compulsory social insurance for salaried employees differs from that for manual workers and is administered under different laws. In addition to sickness, invalidism, and old-age insurance, salaried employees are entitled to other benefits, including unemployment insurance and family allowances. These benefits are financed by payroll contributions paid by employers and employees. The Social Insurance Fund for Private Employees (Caja de Prevision de Empleados Particulares) administers the programme for employees of commercial, industrial, agricultural and mining companies. Other salaried employees are covered by other specialized social insurance funds.

State Socialism: Besides the social benefits given, the cajas act as mortgage and commercial banks for its members: there is a capital investment in house building alone of over 2,500 million pesos. In addition, there is a large Government housing scheme: the first effort to deal with a monstrous problem, for it is computed that 86 per cent. of the working class families live in one room only.

Most of the railways are owned by the State, which also runs a fleet of passenger and cargo vessels and most of the ports. The internal national air line, the post office, and most of the telegraph system are government undertakings. The nitrate and iodine industries are under government control. The State Corporación de Fomento de la Producción was formed in 1939 to develop production and raise living standards. To-day it dominates the national industry, particularly in the exploitation of petroleum, the national steel works, cement, and the national electricity undertakings, which are 90 per cent. government controlled. Government investment in the Fomento is now over 2,000 million pesos, and it has been able to borrow liberally from the Export-Import Bank of Washington.

THE FIVE ZONES: THEIR CITIES AND PORTS.

THE DESERT NORTH.

Provinces.	1940 census.	1952 census.	Per cent. variation.
Tarapacá	 104,097	102,789	I.3
Antofagasta	 145,147	184,779	+27.3
Atacama	 84,312	80,184	-4.9
	333,556	367,752	

The 600 miles between Arica and Copiapó are desert, without vegetation, with little or no rain. Only one river, the Loa, crosses this desert from the Andes to the sea. The inhospitable shore is a pink cliff face rising to a height of from 2,000 to 3,000 feet. At the bottom of the cliff are sea-eroded terraces, and on these precarious platforms are built the towns, some of them of considerable size.

Ships do not tie up, except at Iquique and Antofagasta: they anchor off shore, and the uneasy Pacific often makes it difficult to load and unload them. The railways into the interior zig-zag up the steep escarpments. Beyond the coastal range are a series of old lake floors, some 50 miles wide and at an elevation of 2,000 feet. Alluvial fans spread out from the mouths of the Andean valleys into these basins. Sometimes, as at Calama, there is an oasis in these valleys as they emerge from the Andes. The nitrate fields exploited in this area lie in the depression between Pisagua and Taltal. Copper, too, is mined in the Cordillera. There are two large mines, one at Chuquicamata, near Calama, and another at Potrerillos, inland from Chañaral.

Life in the area is artificial: it subsists on outside help. Water has to be piped for hundreds of miles to the cities and the nitrate fields from the Cordillera; all food and even all building materials have to be brought in from elsewhere. Only the small populations

of the oases are self-supporting.

There is some difference of climate between the coast and the interior. The coast is humid and cloudy; in the interior the skies are clear. The temperatures at the coast are fairly uniform; in the interior there is often a great difference in the temperature between day and night; the winter nights are often very cold.

In the most southern of the Peruvian oases is Tacna; just across

the border, in Chile, lies its twin,

Arica, with a population of 30,000. This is the most northerly of the Chilean ports. The town is built at the foot of the Morro headland and is fringed by sand dunes. The Andes can be clearly seen from the anchorage. The Morro, now thrown open to the public, was the scene of a great victory by Chile over Peru in 1879.

There is no rain, winter or summer. The average winter tempera-

ture is 14.9°C., and the average summer temperature 21.8°C. It is frequented for sea-bathing by Bolivian society; there is an attractive sand golf course. A short railway (39 miles) connects the town with Tacna, and another (285 miles) with La Paz, the capital of Bolivia. It is this railway, over which flows about half the imports and exports of Bolivia, that makes the town important.

The Pan-American Highway runs south from Arica through the main towns of Desert-Chile to the Aconcagua Valley, when one branch runs south-west to Santiago and another east over the

Upsallata Pass to Mendoza.

A Free Zone has been created in the department of Arica. Vessels, aircraft, other means of transport and merchandise may enter the ports of Chacalluta and Arica without payment of Customs duties and other charges. Vessels, etc., and merchandise leaving the free zone are exempt from export charges. New industries and new building in the free zone are granted relief from taxation for a period of 15 years.

Goods passing from the free zone into the rest of Chile remain subject to the

usual duties and charges:

Landing: Shore boat and launches.

Shipping: All P.S.N.C. vessels call southbound; Grace Line, fortnightly to Valparaiso; C.S.A.V., weekly, north and south; Italia, monthly.

Hotels: Pacifico; Grand; España.

Rail: To La Paz by Arica-La Paz Railway every Monday and Friday 9.20 p.m., and Friday, 7.10 a.m., slow train. First class single \$894,00 plus \$482.00 extra for sleeping accommodation. Second class \$554.00 (no sleepers). The train on Friday mornings is a goods passenger train without sleeping accommodation.

To Tacna, by Tacna-Arica Railway Co., twice daily at 9.30 a.m. and 4.00 p.m.

Fares: first class, \$45.00; second class \$23.00.

Motor-cars can also be hired for Tacna for approximately \$1200.00. The bus

service, twice daily, takes about an hour each way.

Cables: All America Cables & Radio, Inc., Calle 21 de Mayo 175. West
Coast of America Telegraph Co., Ltd. (British), Calle Arturo Prat 354.

Excursions can be made to the old town of Tacna, in Peru, by road or railway;

to the fruitful Azapa valley; to the cotton plantations in the Lluta valley; and to the wild desert and mountain scenery at the foot of the Andes.

A road (there is no railway) leads south to the next port: Iquique, the northern terminus of the Chilean railway system. It takes about eight hours by a nitrate line to reach

Iquique, the capital of Tarapacá Province. Iquique, one of the main northern ports, is 108 miles by sea south of Arica. It exports nitrates and iodine. It was founded in the 16th century on a rocky peninsula sheltered by the headlands of Punta Gruesa and Cavancha. The harbour is well protected and steamers tie up to load at modern docks. A network of good roads and railways runs to the nitrate fields, which are 3,000 feet above sea level. One road runs southeast (50 miles) to the fertile oasis of Pica (9,000 feet), which pipes its water to the port; another runs north-east to the hot mineral springs at Termas de Mamina, where there is good accommodation for tourists. Mamina is on the Andean slopes, some 60 miles from Iquique.

There is at Iquique an excellent beach for bathing between November and March. Fish are plentiful and deep sea fishing is a popular sport; one of the main local industries is fish canning. The town was partly destroyed by earthquake in 1875, but has since grown into a fairly prosperous port of 48,000 inhabitants. Trains

leave for Santiago twice a week,

Hotels: Hotel de Turismo Prat; Inglés; Phoenix; España Savoy. Restaurants: Club Aereo; La Bolsa; Casa Blanca.

Railway: For Santiago, a train leaves on Thursdays, at 3.00 p.m., for Calera to change for Santiago; this train is for 1st, 2nd, and 3rd class passengers. There is a train also on Monday for 3rd class passengers only.

Landing: Shore boat and launches. Port works are in operation.

Shipping: P.S.N.C., outward and homeward; and coasting steamers.

Conveyances: Coaches and motor-cars. Auto service to the nitrate oficinas.

Cables: West Coast of America Telegraph Co., Ltd. (British), Electra House,
Calle San Martin. 300, Esq. Luis Uribe. All America Cables & Radio, Inc.,
Calle Bolivar Esq. Luis Uribe.

British Vice-Consulate: San Martin 113.

About 120 miles south of Iquique, and reached from Miraje junction on the north-south longitudinal railway line, is

Tocopilla, in Antofagasta Province. Besides nitrate and iodine from two famous nitrate fields-Maria Elena (47 miles), and Pedro de Valdivia (66 miles)—it exports copper ores from the mines in the district. The electric plant which generates power for the Chuquicamata copper mine, 93 miles to the east, is in the town. There are good roads to all these places, as well as to Antofagasta and Iquique. There is a sporting 18-hole golf course.

Hotels: Chile; Español; Gran Hotel América. Rail: Passenger train to María Elena every day except Sunday, connecting with the Longitudinal Railway in Miraje Station for Antofagasta, Bolivia, Valparaiso, Santiago and Iquique.

Shipping: Regular calls by P.S.N.C. and by coasting steamers.

Cables: All America Cables & Radio, Inc., Calle Serrano 1180.

437

British Vice-Consulate: Edificio Cía Salitrera Anglo Lautaro, Calle Prat (Casilla 2098). Norwegian Vice-Consulate: Calle Serrano.

From the junction Baquedano on the north-south line a branch runs south-west to the port of

Antofagasta, some 222 sea-miles south of Iquique and 576 north of Valparaiso. It is the capital of Antofagasta Province, and its population of 100,000 makes it the largest town in northern Chile, Vessels anchor in the bay and alongside the Fiscal Mole. The anchorage is sheltered by a massive breakwater. It exports the nitrates of the area and the copper of Chuquicamata. A railway runs north-eastwards through the oasis of Calama and over the Andes to Uyuni, from which there are connections by rail to La Paz in the north and Buenos Aires in the south; along this railway about half the Bolivian exports and imports are carried. In 1948 a line was opened eastwards over the Andes to Salta, in north-western Argentina.

The urban streets are asphalted; there are good parks and public gardens, but no memorable buildings. The quite delightful climate (apart from the lack of rain) never varies more than a few degrees (18° to 20°C.), but the best time for a visit is from May to September.

Industries: Beer, mineral beverages, cannery, soap, paint, ice, cardboard, oxygen, toys, furniture, paving tiles, ready-made clothing, vermicelli, haberdashery, shoemaking, woollen goods, bedding, tubing, printing, and parquet flooring. There are several important foundries, refining plants and a large frigorifico.

There are several important foundries, refining plants and a large frigorifico.

Antofagasta Hotels: Antofagasta, Prat Pasaje Rhin; Plaza, Prat 456;
Splendid, Baquedano 531; Español, Baquedano 555; Residencial O'Higgins, O'Higgins, 1548; Residencial Ramirez, Baquedano 471.

Restaurants: "Climent" Bar-Restaurant, Prat 526; "Helénico, Sucre 456; "Protectora de Empleados," San Martin 2544; Air Port Station Restaurant.

The "al fresco" Juncheons at the Auto Club are fashionable both in summer and winter seasons. There are bathing facilities.

Tea Rooms: "La Coquimbana," Latorre 2454; "La Serenense," Matta 2383; "Las Mil Delicias," Prat 677.

Theatres: Nacional; Latorre; and Imperio: all in the centre of the city.
Conveyances: Motor-buses and taxis.

Conveyances: Motor-buses and taxis.

Conveyances: Motor-buses and taxis.

Addresses: British Consulate, San Martin 2527; U.S.A. Consulate, Carrera 1445; Post Office and State Telegraph, Washington corner Prat; P.S.N.C., Washington corner Sucre. All surrounding the principal park (Plaza Colon), except the U.S. Consulate.

Cables: West Coast of America Telegraph Co. (British), Washington 2541. All America Cables & Radio, Inc., Calle San Martin 2564.

Clubs: English Club, Club de la Union, Spanish Club, Jugoslav Club, Helenic Club, Nautic Club, all in (or close to) the main street (calle Prat); Club de Tennis Autofagasta in Av. Angamos connected with Av. Brazil, and the Automobile Club.

Antofagasta, in Av. Angamos connected with Av. Brazil, and the Automobile Club, 4 miles from Antofagasta.

The Antofagasta Golf Club has an 18-hole course over natural ground; the

green fee is 25 pesos a day.

Roads: To Tocopilla, 120 miles; to Mejillones, 40 miles; to Pedro de Valdivia, 110 miles; to Maria Elena, 122 miles; to Taltal, 110 miles; to Calama,

150 miles; to Chuquicamata, 165 miles.

Shipping: P.S.N.C.—all outward bound vessels and frequent northbound

calls.

Five companies run services to Valparaiso, Iquique Coasting Steamers: and Arica, and intermediate ports. Grace Line has frequent sailings south to San Antonio and north to New York.

Rail: Longitudinal railway to Valparaiso twice weekly, on Thursday and Friday, 7.20 a.m.; trains take 2 days, 8 hours; there are sleepers.

Antofagasta (Chile) and Bolivia railway to Oruro and La Paz: train departs Monday, 9.00 a.m.; departs Uyuni on Tuesday, 2.08 a.m.; departs Oruro on Tuesday, 9.50 a.m., and arrives La Paz on Tuesday at 4.57 p.m. The down train leaves La Paz at 2.40 p.m., Wednesday, getting to Antofagasta at 8.43 p.m. on Saturday.

Antofagasta—Buenos Aires: Trains leave Antofagasta on Mondays and run via Uyuni, La Quiaca and Tucumán, reaching Buenos Aires on Saturdays (5 days), Sleeping and dining cars.

Monday o Antofagasta, dept. 9.00 (Chilean time) Calama , 15.40 (Chilean time)
Calama , 15.40 (Chilean time)
Ollague , 22.01 (Bolivian time)
Uyuni , 2.08 (Bolivian time)
Atocha , 9.00 (Argentine time)
La Quiaca , 10.00 (Argentine time)
Tucumán , 6.20 (Argentine time) Monday 239 Monday 442 . . Wednesday 617 Thursday 707 Friday 905 Friday 1544 2700 Buenos Aires arr. 12.30 (Argentine time) Saturday Retiro Opposite direction :-Tuesda
Wedne
Thursd
Friday
Saturd Tuesday Buenos Aires, dept. 17.00 (Argentine time) ,, 23.15 (Argentine time) Wednesday Tucumán Thursday ,, 22.45 (Bolivian time) La Quaica ,, 21.40 (Bolivian time) ,, 5.52 (Bolivian time) ,, 15.32 (Chilean time) ,, 21.40 (Bolivian time) Atocha Uyani Saturday Calama Calama ,, 15.32 (Chilean time) Antofagasta, arr. 20.43 (Chilean time) Saturday Saturday

Excursions: to nitrate oficinas, over good roads (87 miles) or by train. There are two favourite spots for picnics: near the town of La Chimba, and the fantastic rock scenery at La Portada. The port of Mejillones, 40 miles to the north, can be reached by train or by road; it has a good natural harbour protected from westerly gales by high hills. It exports tin and other metals from Bolivia. Population: 3,000.

Shipping: Most P.S.N.C. vessels call on southward and northward voyages. Exporters and Importers: Gibbs Williamson, Ltd.

The journey over the Antofagasta-Bolivia railway is described in the Bolivian chapter under "Information for Passengers." It gives a good view of the Atacama desert. Most of the important nitrate fields are near the desert township of Baquedano, a junction on the north-south line. Nearly 150 miles from Antofagasta is the oasis town of Calama, with a population of 7,000 and at an altitude of 7,430 feet. The Cía. Sud Americana de Explosivos supplies all Chilean and some Bolivian demand for high explosives from Calama. The Smithsonian Institute has a solar observatory here. At Chuquicamata, 13 miles away and at an altitude of over 10,000 feet is one of the world's largest copper mines; it is run by the Chile Exploration Company. The whole process of mining, leaching, electrolysis, smelting and drawing into wire bars can be seen here. The town has a population of 10,000. (There is a guest house for visitors). Within 20 miles of Chuquicamata there is a series of small Indian towns and villages nestling in remote oases in the Andean massif. It is from the oasis of San Pedro (the Antofagasta-Bolivia line passes through it) that Antofagasta pipes its water.

From Catalina on the north-south line a branch goes west to the

port of

Taltal, 110 miles south of Antofagasta. It has a population of 5,000. Railways connect it with various nitrate oficinas.

Hotels: Plaza; Prat. Several boarding houses.

At Pueblo Hundido on the Longitudinal Railway a branch line runs west (40 miles) to the port of

Chañaral, 175 miles south of Antofagasta by sea or rail. Population: 4,000. It lies in a rich gold and copper mining centre. A short line runs from Chañaral to Caleta Barquito, south of the Bay; this is the headquarters of the Andes Copper Mining Company, which runs the famous copper mine at Potrerillos, 96 miles east of Chañaral. Chañaral's importance is almost completely bound up with the trade of this company.

Hotels: Residencial Malina; Camára de Comercio.
Rail: Connecting with Longitudinal Railway at Pueblo Hundido (40 miles).
Steamers: Weekly coastal service to Iquique and fortnightly to Valparaiso.
Fortnightly service to New York and Valparaiso by Grace Line steamers; also

A 150 miles to the south by rail from Chanaral is the inland

Copiapó, in a ribbon of cultivation about 90 miles long on the river Copiapó, the first surface water to reach the sea south of the river Loa: this river is generally regarded as the southern limit of the Atacama desert. It is an important copper mining centre with a population of 21,000, and the capital of the province of Atacama. Copiapó is an attractive, well administered town, but it was damaged by earthquake in 1939. There is a monument to Juan Godoy, a pioneer of the mining industry. A branch line of 50 miles connects it with the port of Caldera, which has a pier of 250 yards. It is claimed that the first steam train to run in South America started from Caldera.

A road runs north-east from Copiapó to Tinogasta, over the Andes in Argentina.

Copiapó Hotels: Ahumada: Inglés.

Twenty miles on a railway to the south-east, at Paipote, is a smelter set up by the Chilean Development Corporation to refine the copper of small producers not under American control; gold and silver are also refined.

SECOND ZONE: FROM COPIAPÓ TO ILLAPEL.

This second region, lying between the valleys of the Copiapó and the valley of the Aconcagua, contains the southern half of Atacama Province and the whole of Coquimbo Province (population: 263,184). It is about 400 miles long.

This is a transition zone between the northern desert and the fruitful heartland. South of Copiapó, the central valley is cut across by transverse spurs of mountain which link the Andes and the coastal cordillera. Between these spurs several rivers flow westwards: the Copiapó, Huasco, de los Choros, Elqui, Limarí, Choapa, and Aconcagua. Southwards the desert gives way slowly to dry scrub and bush interspersed with sand dunes. Winter rainfall (there is no rain in summer) is still small and lasts only a short time, but it increases from north to south: it is about 4½ inches at Copiapó and 20 inches at Illapel. In the river valleys, under irrigation, fruit and vines and barley are grown, and some alfalfa for cattle. There are many goats in the area.

The Andes are even higher here than in the desert area: Aconcagua, actually in Argentina, rises to 23,003 feet. The snowline is somewhat

lower. At the latitude of Antofagasta it begins at 16,500 feet; at Aconcagua it is at 14,000.

These are the main towns and ports in the area:-

Vallenar, inland up the valley of the Huasco, is 108 miles by rail south of Copiapó; it is the second city of Atacama Province, with a population of 7,000. Good wines are produced in the Huasco Valley, and in particular a sweet wine known as "Pajarete." A railway runs down the valley to the port of Huasco (Hotel Miramar). It exports mining products and has a population of 2,311. There are steamers fortnightly to Arica and Valparaiso and intermediate ports.

Vallenar Hotels: Bernabe: Pardo.

La Serena, on the coast and 142 miles south of Vallenar, is the capital of Coquimbo Province. It has a population of 30,000. La Serena was founded in 1543, destroyed by Indians, rebuilt, and sacked by the English pirate Sharpe in 1680. The Chilean Declaration of Independence was made here on February 27th, 1818.

It is a charming old world town, built on a hillside and has many fine buildings and streets; it is famous for its flowers, gardens and orchards. The historic cathedral is the seat of an archbishopric and there are many old convents. There are two good motor roads: one inland and one south along the coast to (9 miles) the port of Coquimbo; the latter road is paved and forms part of the Pan-American Highway. Halfway along it is the popular beach Peñuelas, with a casino and permanent Exhibition Grounds where mining, cattle and agricultural products are shown in February or March of each year and where Rodeos and "Ramadas a la Chilena" are held. The town of La Serena has recently been completely replanned and transformed in an attempt to make it a second Viña del Mar, and is now one of Chile's cleanest and most attractive towns.

Hotels: Hotel de Turismo; Francisco de Aguirre; Berlin; Londres; La Bahía.

Cables: West Coast of America Telegraph Co., Ltd. (British), Calle

O'Higgins, 555.
Trains: To Valparaiso: one first class train and two third class trains a week to Calera, where connection is made for Santiago and Valparaiso. Railway cars run twice a week to La Calera (Tuesday and Friday).

Airport: La Florida, overlooking the town 1½ miles from the centre. Daily

services to the north and south.

La Serena is near El Tofo (daily bus service), where the Bethleham Iron Company extracts rich ore to send over a specially constructed railway to Cruz Grande, a port built for the purpose some 32 miles north of Coquimbo; it has a good anchorage of from 8 to 20 fathoms. Coquimbo can only be reached from Cruz Grande by car (2½ hours).

Excursion: La Serena is at the mouth of the Elqui river valley, where the Chilean Nobel Prize poet Gabriela Mistral was born. She describes the valley as "confined yet lofty, many-sided yet simple, rustic yet a mining area." The road up the valley is narrow, rough and zig-zagging, but "its branches all lead to fertile nooks, to shady vegetation, to dense groves, to gardens fed by the very sap of the hills." Except for Vicuna, most of the tiny towns have but a single street. Of the elquinos, the people of the valley, she says that "even the most taciturn of them come out with witty and charming remarks." There are still a few descendants of the Diaguitas, a tribe that inhabited the valley at one time. The artistic creations of this Indian Tribe—mostly pottery—can be seen in the Archaelogical Museum at La Serena.

CHILE. **44**I

The inland motor road and railway to Rivadavia run up this valley, in which there are Pisco distilleries, peach and walnut farms and orange groves. Vicuna (50 miles); Hotel de Turismo), capital of the valley, is on the way to Rivadavia. It stands at an altitude of 2,000 feet and has a population of 10,027. There are mines, vineyards and orchards in the district, which produces Pisco and dried fruits, especially huesillos and descarozados. The town is piccuresque and within reach by car (100 miles) of Baños del Toro in the mountains. There are no facilities for visitors. for visitors.

Beyond Rivadavia the road runs to the small towns of Paihuano and Pisco Elqui.

Coquimbo, 9 miles from La Serena and on the same bay is a port of considerable importance and with several industries. The city is built on the southern slopes of the high lands which encircle the sheltered bay of Coquimbo, the winter quarters of the Chilean Navy; it has one of the best harbours on the coast, with a mole and pier. There are good beaches to the south near the port at Guayacan (La Herradura) and Totoralillo. Valparaiso (228 miles) can be reached by the Pan-American Highway, of which about half is paved. The road runs along the coast to south of Los Vilos, and then cuts inland to La Calera. Population: 25,000.

Hotels: Palace; Inglés.
Cables: West Coast of America Telegraph Co. (British), Calle Aldunate, 805.
British Vice-Consulate: Aldunate 772.

Railway: As for La Serena.

Excursions: As for La Serena, to which there is a road (passing near the beach of Peñuelas) and a railway.

Not far from Coquimbo, south-east by road, is the little town of Andacollo. Here, on the 26th December, is held one of the most picturesque religious ceremonies in South America. The pilgrimage to the shrine of the miraculous Virgen del Rosario de Andacollo is the occasion for ritual dances dating from a pre-Spanish past. The church is a huge building. The town is now a centre for alluvial gold washing.

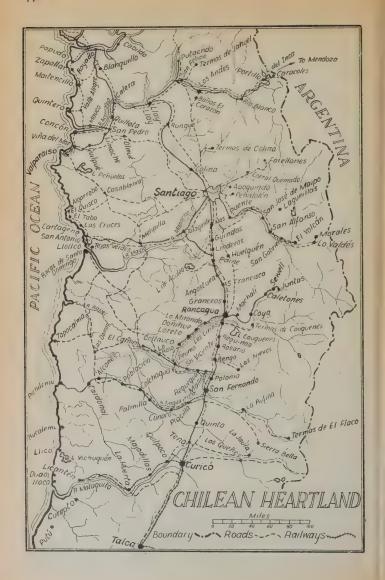
Ovalle, the largest town in Coquimbo Province is in the valley of the Limari river, and about 30 miles inland from the sea. There is a railway service three times a week from Coquimbo. It is the centre of a fruit, wool growing, and mining district. Population: 32,650. The thermal springs of El Soco are 31 miles to the southwest, and 60 miles to the south by rail is the town of Combarbala, where there is a sanatorium for tuberculosis patients. A 50-mile road runs north-west to the small port of Tongoy.

Hotels: Hotel de Turismo; Roxy; Plaza.

About 90 miles south of Ovalle by rail is Illapel, in the basin of the river Choapa. Population: about 4,500. Fruit, grains and cattle are raised in the valley.

Hotels: Illapel; Alameda.

South of Illapel the north-south line enters the province of Aconcagua; it traverses the whole province to reach Calera, the junction for the Transandine railway running south-west to Valparaiso and eastwards to Las Vegas (the junction for a line south to Valparaiso) and over the Andes to Mendoza and Buenos Aires. This transcontinental line follows (in the main) the fruitful valley of the Aconcagua river, the northern boundary of the heartland. This railway, and the towns served by it, will be described later as an excursion from Valparaiso.



THE HEARTLAND.

(From the valley of the Aconcagua to the valley of the Bío-Bío).

Province.		1940 census.	1952 census.	Per cent. variation.
Valparaiso	 	425,065	492,180	+15.8
Santiago	 	1,268,505	1,748,708	+37.9
O'Higgins	 	200,298	224,101	+11.9
Colchagua	 	131,248	138,035	+ 5.2
Curicó .	 	81,185	89,195	+ 9.9
Talca	 	157,141	174,390	+11.0
Maule	 	70,497	71,617	+ 1.6
Linares	 	134,968	146,725	+ 8.7
Nuble	 	243,185	250,226	+ 2.9
Concepción	 	308,241	409,919	+33.0
Arauco	 	66,107	72,247	+ 9.3
		3,086,440	3,817,343	

Nearly 65 per cent. of the people of Chile live in the comparatively small heartland. The nucleus of the nation's social, political, economic and artistic life—the capital, Santiago—is here, and so is its greatest port: Valparaiso. The rural density of population in the area is exceptional for Latin America: it is as high as 448 people to the square mile near Santiago and is 125 to the square mile in the Central Valley running south from Santiago to Concepción.

From a third to a half the width of the area is taken up by the Andes, which are formidably high in the northern sector of the area: at the head of the river Aconcagua, the peak of Aconcagua, the highest mountain in the Western Hemisphere, rises to 23,003 feet. South of Talca, and to the west of the main range, there is a series of active volcanoes; the region suffers from earthquakes. There is a mantle of snow on the mountains: at Aconcagua it begins at 14,000 feet; at Curicó at 11,000; at Bío-Bío at 6,500. The lower slopes are covered with dense forests. Between the forest and the snowline there are alpine pastures which narrow towards the south and disappear altogether; during the summer cattle are driven up

The coastal range takes up another third of the width. It is lower here than in the northern desert, but the shoreline is still unbroken; it is only at Valparaiso and at Talcahuano (the port for Concepción) that good harbourage is to be found. The rivers, fed by rains in the winter and by melting snows in the summer, cut this coastal range into great irregularly shaped blocks which are in startling contrast to the gentle slopes of the Central Valley. The coastal range is over 7,000 feet high in the north, but it falls gradually to about 2,000 feet near Concepción.

to these pastures to graze.

Between the coastal range and the Andes lies the Central Valley; the streams cross it at right angles and cut their way to the sea through narrow canyons in the coastal range, but the Maule and the Bio-Bio have broad valleys along the whole of their courses. The valley of the Rio Aconcagua is separated by a mountainous spur from the valley of the Mapocho, in which Santiago lies, but from Santiago to Concepción the Central Valley is continuous; the land here is extremely fruitful; it merges gradually into the stony foothills of the Andes.

There is rain during the winter in the heartland, but the summers

are dry. The rain increases to the south. On the coast, at Viña del Mar it is 19" a year; at Talcahuano it is 46", but is somewhat less inland. Temperatures, on the other hand, are higher inland than on the coast. There is frost now and then in the Central Valley, but no snow falls.

PORTS AND CITIES.

Valparaiso, the principal port of Chile, is also the greatest commercial centre on the west coast of South America. It is built on the shores of a sweeping bay and on a crescent of hills surrounding it. Seen from the ocean, the city presents a majestic panorama: a great circle of hills is backed by the snow-capped peaks of the distant Cordillera. The terraced slopes are covered far and wide with picturesque dwellings and, when night falls, myriads of lights shine out from hill and dale, from point to point of the far outstretching bay, which usually includes in its shipping many units of the Chilean Navy.

Valparaiso is 9,000 miles from England *via* the Panamá Canal and

is 222,238.

The climate is kindly, for the summer heat is tempered by fresh breezes, and sunshine mitigates the unkindness of a short winter. (The mean annual temperature is 59°F., with 30° and 88° as the extremes). The city was founded in 1536. Not many antiquities have survived the long roll of pirates, tempests, fires and earthquakes, but a remnant of the old colonial town remains in the hollow known as "The Port," grouped round the low-built stucco church of La Matriz, hallowed by ten generations of worship. The last devastating earthquake was in 1906, and the palaces, villas, fortifications and churches all date from that time. Until recently, all buildings were low, as a precaution against earthquakes, but during the last few years, modern multi-storied blocks of offices and apartments have been constructed.

The main business quarter, with its roads and railways, stands on land reclaimed from the sea. A further large tract has been regained by the port works which, with their large well-equipped warehouses and powerful electric cranes, are protected by a sheltering mole. Mail and passenger vessels moor alongside for the landing of passengers, baggage and mails. This is a great advantage during winter months when the "norther" blows in from the sea.

"Ascensores," or funicular railways, lead to the upper town; they compare with the cliff railways in various English seaside resorts. The winding roads up the hills to the upper town have been improved for

motor traffic.

The Plaza Sotomayor is opposite the passenger landing pier. It has a fine statue to Arturo Prat; the Palace of the Intendente (Government House) is across the way. Near the landing pier is the Port Railway Station (for Santiago or Buenos Aires): the information services of the State Railways and the Empresa Maritima del Estado are here. Trolleys and buses start from the Plaza Sotomayor, and the streets of El Puerto (The Port) radiate north and south from it. To the north Calle Cochrane runs for seven blocks to the Plaza Echaurren, on which stands the old church of La Matriz. A block

beyond rises the bold hill of Cerro Artilleria, crowned by the huge Naval Academy and a park; there are fine views from this hill. To the west of the Cerro the Avenida Playa Ancha runs to a Stadium, seating 20,000 people. From the western base of the hill the Avenida Altamirano runs by the sea to Las Torpederas, a picturesque bathing beach.

The narrow Calle Prat, the financial centre, runs south from Plaza Sotomayor. After three blocks it becomes Calle Esmeralda; this is the main shopping centre, twisting along the foot of the Cerro Alegre; further along, across Plaza Anibal Pinto, is Calle Condell, the Plaza Victoria, and the spacious Avenida Pedro Montt with its cafes and theatres and its little Parque Italia leading on to the large Plaza O'Higgins. The Avenidas Brazil and Errazuriz, with trees and many monuments, run parallel until near the Baron, from which Avenida España skirts the shore as far as Viña del Mar.

Leaving Plaza Sotomayor by the Calle Serrano and Plaza Echaurren, the Plaza Aduana is reached, where there is a public lift for the Paseo Veintiuno de Mayo, a terrace on Cerro Artilleria giving views of the

bay and the hills.

Travellers between Valparaiso and Santiago (116 miles by rail or 90 by road) are well served by express trains with Pullman and dining cars. There is a good motor road to Santiago. A bus service taking about 3 hours runs frequently in both directions throughout The fare by bus is \$160. Special car, day or night, by arrangement.

Twenty per cent. of all Chilean industry is in the Province of Valparaiso. The local products include textiles, sugar, paints, varnishes, enamels, cottonseed oil,

local products include textiles, sugar, paints, varnishes, enamels, cottonseed oil, shoes, tanneries, chemicals, pharmaceuticals, cosmetics, and large foundries. The industrial district lies to the east of the city.

Valparaiso Hotels:—Prat, Calle Condell 1443; telegraphic address, Prat; phone number, 7684; 130 beds; Lebell, Av. Brasil, 'Phone 7562, 120 beds; Lancaster (50 beds), Chacabuco 2362, 'Phone 7391; Paris, Calle Blanco 1067, 'Phone 4644, 100 beds; Iberia Ave. Brasil 1709, 'Phone 2184, 70 beds; Rolfs Serrano 520, 'Phone 4681, 90 beds; Herzog Blanco 395, 'Phone 4799, 45 beds.

Restaurants:—Monico, Calle Prat; La Nave, Calle Serrano, next door to Intendencia; Port Station Restaurant; Samoa, Las Heras; Castillo Fornoni, Av. Altamirano, on the sea front; Café Vienes; Café Ramis Clair; Café Riquet.

Clubs:—British American, Espanol, Club Valparaiso, Club Naval (Valparaiso); Sporting Club (Vina del Mar).

Tourist Agents:—Cia Expreso Villalonga, Calle Prat 745; Exprinter, Calle

Tourist Agents:—Cia Expreso Villalonga, Calle Prat 745; Exprinter. Calle Prat 895 (corner of Cochrane); Cia Chilena Viajes y Turismo, Ltd. (Civit), Esmeralda 1031; Turavion Shipping Express, Prat 819.

Addresses:—British Consulate-General, Calle Prat 872; U.S. Consulate, Calle Blanco 890; Y.M.C.A., Calle Melgarejo 45; Bank of London and South America, Ltd., Calle Prat No. 882; Chilean-British Institute, Calle Blanco 725.

Cables: - West Coast of America Telegraph Co., Ltd. (British), Electra House.

Calle Prat, 816-822.

All America Cables & Radio, Inc., Calle Esmeralda 919. Transradio Chilena, Blanco, 638. Rail:—Some of the principal services of trains are enumerated below; subject

to changes : To Santiago by State Railway (3 hours, Pullman cars available), 3 daily expresses.

and 7 on certain days. First single, with de luxe Pullman seat, \$150 pesos.

The Longitudinal Railway is joined at CALERA Junction (55 miles), on the State Railway to Santiago. From this point are three trains a week to Coquimbo; three trains a week to Antofagasta and one to Iquique.

Trains southward, to Concepción, Valdivia and Puerto Montt, are joined at

Santiago. To Buenos Aires by Transandine Railway: see Excursions from Valparaiso.

Motor Cars:—Cars can be hired by the hour or by the day.

Trams and Buses:—Tram fares within city limits \$1.20. An excellent

service of buses is maintained. There is a service between Valparaiso/Viña and Chorrillos, fare \$4.00. No standing is allowed in these buses. Urban bus fares \$1.40 to \$1.60.

Steamship Services:—One of the great ports of the world. Valparaiso is in touch with all countries. The principal services include, unless suspended:—

Liverpool, regular mail services via Panamá Canal, Kingston, Havana, Nassau and Bermuda by P.S.N.C. vessels; occasional services via the Straits of Magellan. London, Liverpool, Glasgow. Swansea. Hull by P.S.N.C. cargo and passenger

Vessels; frequent sailings via Canal and Straits.

New York, frequent passenger service by Grace Line and by C.S.A.V. (Cia. Sud-Americana de Vaporès), and via Havana or Bermuda by P.S.N.C.

Los Angeles. San Francisco, Portland. By P.S.N.C. via Balboa.

Frequent local services by Chilean steamer to Guayaquil. Arica, Iquique, Corral,

Punta Arenas, and monthly to River Plate and Brazil.

Other lines from Valparaiso are Cie. Generale Transatlantique to French and Continental ports, the Johnson Line and Knutsen Line to Scandinavian ports and the Italian Line to Mediterranean ports.

PLEASURE RESORTS NEAR VALPARAISO.

Laguna Verde, a couple of hours' walk over the hills to the west of Valparaiso, is a picturesque bay for picnics. There is a wayside restaurant.

Viña del Mar is the residential suburb most favoured by well-todo Chilean and foreign residents. It is 5½ miles from the port by electric train or motor-bus. The journey takes 15 minutes by direct train, and is a most agreeable one. Both road and railway follow the shore. Halfway, on a promontory of the hill of Los Placeros, there is a remarkable University of Engineering munificently endowed by the Chilean philanthropist, Federico Santa Maria. On the left is the beach of El Recreo.

Viña del Mar is less exposed than Valparaiso to wind and storm, and has a peculiarly fragrant and stimulating atmosphere. population is 88,196. The social season is at its height in the summer (Dec. to Feb.), when large numbers of wealthy visitors arrive from Santiago and Argentina. Luxurious villas, a magnificent club-house and grounds, a modern casino, a race-course, fine hotels and promenades and a swimming pool of great size give Viña del Mar a place in the forefront of South American social resorts. Golf is played upon the introduction of a member at the Granadilla Golf Club (Viña del Mar). El Recreo and Caleta Abarca, distant about a quarter of an hour's ride, are favourite resorts for bathing and amusements. The latter has a magnificent hotel, the Miramar, with a private beach and swimming pool. It is one of the main attractions for visitors to Viña, and is approached by the famous promenade of Miramar.

There is a large sugar refinery in the town.

Vina del Mar Hotels:—O'Higgins, Plaza Vergara, 250 rooms each with bath and telephone; Miramar, Caleta Abarca, 100 rooms; Alcazar, Alvarez 646, 55 rooms; Embassy, Plaza Vergara, 50 rooms; France, Alvarez 746, 60 rooms; Hispano, Plaza Parroquia, 26 rooms; Victoria, Valparaiso 178, 30 rooms.

Restaurants:—The Miramar and O'Higgins hotels; the Cap Ducal; Ciro's.

There is a very fine drive north of Viña del Mar along the coast through Las Salinas and Concón as far as Quintero. Las Salinas, a beach between two towering crags, is very popular. Concón, on the north-eastern point of Valparaiso Bay, is 10 miles further. It has some beautiful scenery; tennis, bathing, fishing, shooting and riding are its attractions.

Hotels :- Gran Hotel Concón : Asturia.

Another 10 miles to the north of Concón is the resort of Quintero, but it is longer by road, which runs along the south bank of the Aconcagua, turns north over a bridge across the river, and branches off at Valle Alegre to run due west to Quintero. Quintero is the naval aviation centre; there is a railway from Quintero which joins the

Calera-Valparaiso line at San Pedro.

From Valle Alegre the road continues north to two fashionable resorts: Zapallar and Papudo. They can also be reached from Valparaiso (1) by train to Calera, then north to Rayado station and south-west to Papudo (5 hours); or (2) by road to Concón, up the Aconcagua valley to Calera, north to just beyond Blanquillo, and thence by a road running south-west and then north-west to Zapallar and Papudo (2 hours by car). The bathing at both resorts is excellent.

Hotels: -- Gran Hotel (Zapallar); Papudo; Mela; Residencia Silva (Papudo).

EXCURSIONS FROM VALPARAISO.

The Juan Fernandez Islands are some 400 miles west of Valparaiso. Fernandez discovered the group of three islands in 1574. One of them was the home of Alexander Selkirk, 1704-09, whose cave upon the beach of Más a Tierra island is shown to visitors. Defoe based his "Robinson Crusoe" upon his adventures. The main island has 300 inhabitants, living in log huts, and gaining their living by lobster fishing. It has a church, schools, post office, and wireless station. The little town of San Juan Bautista sends lobsters to the mainland. The climate is mild, the vegetation rich, and there is an abundance of wild goats.

The anvil-shaped peak, El Yunque, is a landmark, and it was upon this mount that Selkirk lit his signal fires. A tablet was set in the rock at Selkirk's look-out by British naval officers in 1858. It commemorates Selkirk's solitary stay on the island for 4 years and 4 months. The climb to this point is rewarded by a memorable view.

Santa Clara, an islet, is near the main island. The third of the group, Más Afuera, about 90 miles seaward, has peaks 5,000 feet high. Más Afuera has been used at times as a penal colony for political prisoners deported from the mainland.

To Buenos Aires across the Andes: The Transandine Journey has been described in the Argentine chapter. (See the general index under Transandine Railway). There are two trains a week in winter, and three a week in summer. In summer, trains leave Valparaiso and also Santiago every Monday and Friday at 7.45 a.m., the two trains connecting at Las Vegas and leaving at 9.35 a.m. The train arrives at Las Cuevas (Chilean border) at 14.50 and leaves at 16.15 (Argentine time) for Mendoza arriving at 23.10, leaves Mendoza at 00.50 and arrives at Buenos Aires at 19.00. There is a slow train on Wednesdays with the same itinerary as far as Mendoza; it leaves at 07.40 and arrives in Buenos Aires at 23.30.

Most of the Chilean section of the Transandine Railway runs through the rich Aconcagua Valley, the so-called Vale of Chile. The line from Valparaiso runs through Viña del Mar, climbs out of the bay and goes through (10 miles) Quilpue, a mile from El Retiro, a popular inland resort with medicinal springs. It crosses a range of

hills and reaches the Aconcagua Valley at Limache (25 miles from Valparaiso; population 16,448). From Limache interesting drives with grand views can be made. One-day motor excursions from Valparaiso include visits to Olmue, Lo Chaparro, and Limache.

Hotels:-Hanza (swimming pool and tennis courts); London.

San Pedro, the next station, is the junction for a branch line to

Ouintero, on the coast.

The line runs north-east to Quillota, an orchard centre, and to Calera (55 miles from Valparaiso), the junction with the north-south line. Beyond Calera the line swings south-east and east for Las Vegas, San Felipe, Los Andes and the pass over the mountains to Mendoza. Las Vegas is the junction for the railway south to Santiago; it has to climb a spur of mountain, 2,600 feet high, in crossing from the basin of the Aconcagua to the basin of the Mapocho river in which the capital lies.

San Felipe, the capital of Aconcagua Province, is 80 miles from Valparaiso; it is an agricultural and copper and gold mining centre with 19,660 inhabitants. The city is 2,087 feet above sea level and has an agreeable climate. A short metre gauge railway runs north from San Felipe to the old town of Putaendo; there is a road south, 41 miles, to Santiago; by rail, via Las Vegas, it is 78 miles.

Hotel :-- Europa.

Baños de Jahuel, or Balneario Jahuel, is high in the Cordillera (3,900 feet), II miles by road from San Felipe station. There are parks, golf links, and tennis courts at this resort. The hill scenery includes a distant view of Mount Aconcagua. The air is of mountain purity, and the waters are very good for drinking and bathing; they are bottled and sold all over Chile. Good roads run through the glorious scenery in the neighbourhood.

Hotel: -Balneario (150 beds), invalids not received; the hotel owns the swimming pool and bathing establishment.

Eight miles south-east of San Felipe is Los Andes, in a wealthy agricultural and fruit farming and wine producing area of rich soils and small farms. It has a population of 17,964. There are monuments to José de San Martín and Bernardo O'Higgins in the Plaza de Armas, and a monument to the Clark brothers on Avenida Carlos Diaz; these two engineers, Englishmen by extraction, built the Transandine railway. Los Andes is the Chilean terminus of the railway, and passengers from Argentina have to change here.

Industry:—Bags and cordage.

Hotels:—Baños El Corazon; Río Blanco; Río Colorado.

Cables:—West Coast of America Telegraph Co., Ltd. (British), Calle Esmeralda,

56. All America Cables & Radio, Inc.

Los Andes is at an elevation of 2,400 feet. Just beyond the line passes into the Cordillera and begins its climb towards the tunnel through the Andes; the tunnel is at an altitude of 13,082 feet. The railway winds along the Río Aconcagua for 21 miles until it reaches the tourist resort of Río Blanco, set at the confluence of the two rivers which go to form the Rio Aconcagua: the Blanco and the Juncal. There is excellent fishing and good riding and walking in the mountains here, and a fair amount of society during the season. September to April. Trains run daily from Los Andes.

Hotel:-Río Blanco.

Portillo (*Gran Hotel Portillo*) 22 miles further along the rail and road route, is a centre for ski-ing and winter sports. The mountains around are impressive. Near Portillo, in a setting of wild grandeur, is the Laguna del Inca; this lake, at an altitude of 9,300 feet, has no outlet and is frozen over in winter.

The mountain scenery between Portillo and the tunnel at Caracoles is described on page 143. By road from Portillo it is possible to visit the great statue of Cristo Redentor which stands, at an altitude of

14,000 feet, on the frontier between Chile and Argentina.

On the far side of the Andes both road and railway descend to Mendoza, where there are rail connections for Buenos Aires.

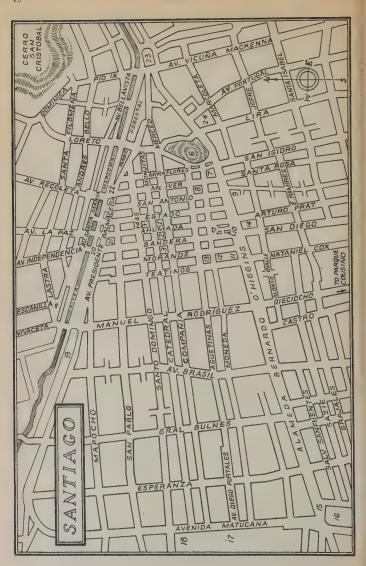
Santiago, the capital and seat of the Government, 116 miles by rail and 90 miles by road from Valparaiso, is the fourth largest city in South America and one of the most beautifully situated of any. It stands in a wide plain, 1,706 feet above the sea, and is backed by the Andes. The city covers about 8 square miles, and is crossed from east to west by the Mapocho River, which passes through an artificial stone channel, 130 feet wide, spanned by five iron bridges. population is 1,348,283. The magnificent chain of the Andes, with its snow-capped heights, is in full view for at least nine months in the year: there are peaks of 20,000 feet about 60 miles away. A gem set in a ring of gardens and snow-capped peaks, blessed with an almost perfect climate, Santiago has a magnetic power, attracting business and population from all sides. More than half of the country's manufacture is done here. It is essentially a modern capital, full of bustle, noise, traffic problems and skyscrapers. Buildings of 12 storeys are common. High office buildings stand next to sumptuous blocks of flats arranged and equipped as well as any in the world. Public gardens, laid out with admirable taste, are filled with flowers and kept in good order. Smart policemen control the crowds with courteous efficiency. Shops are attractively arranged and surprisingly well stocked. New residential quarters and garden suburbs have come into being where before were slums.

One of the most striking features is the Santa Lucía Hill, with magnificent views over the city. It is almost at the centre and ornamented with gardens, balustrades, and balconies. The view gives possibly the best general idea of Santiago, although that from the Cerro San Cristóbal, almost behind it as seen from the Crillon Hotel, is perhaps equally good. A funicular railway mounts this hill, which is surmounted by an immense statue of the Virgin Mary.

Santiago was founded by Pedro de Valdivia in 1541. His first fort was on Santa Lucía Hill (there is a statue of him on the hill). Santiago became the capital of Chile after the battle of Maipu in 1818. During its 400 years the city has suffered several times from floods, fires and

earthquakes.

The centre of the city lies between the Mapocho and the Avenida O'Higgins. From the Plaza Baquedano, in the eastern part of the city, the Mapocho flows to the north-west and the Avenida O'Higgins runs to the south-west, at much the same angle as two widespread fingers. From Plaza Baquedano the Calle Merced runs due west to the Plaza de Armas, the heart of the city; it lies 4 blocks south of Mapocho Station (on Avenida Presidente Balmaceda, on the southern bank of the Mapocho); this is the station for Valparaiso. On the



451

eastern and southern sides of Plaza de Armas there are arcades with shops; on the northern side is the Post Office and the City Hall; and on the western side the Cathedral and the archbishop's palace. The Cathedral, much rebuilt, contains a recumbent statue, in wood, of St. Francis Xavier and the chandelier which lighted the first meetings of Congress after the liberation. A block west of the Cathedral is the Congressional Palace; the Chamber of Deputies is worth seeing. Near-by are the Law Courts.

The Avenida O'Higgins (sometimes called the Alameda) runs through the heart of the City for over two miles. It is 108 yards wide, and ornamented with gardens and statuary: the most notable are the equestrian statues of Generals O'Higgins and San Martín (who led the Argentine troops over the Andes to help O'Higgins gain national independence from Spain); the statue of the Chilean historian Benjamín Vicuña Mackenna who, as governor of Santiago, beautified Santa Lucía Hill; and the great monument in honour of

the Battle of Concepcion in 1879.

From the Plaza Baquedano (where the Cavalry School is and where there is a statue of General Baquedano and a Tomb of the Unknown Soldier) this magnificent avenue skirts Santa Lucía Hill on the right, and the Catholic University on the left. Santa Lucía Hill, a cone of rock rising steeply to a height of 230 feet, can be scaled from the Caupolicán esplanade, on which, high on a rock, stands a statue of the Araucanian leader after whom the esplanade is named. Santa Lucía Hill is a vine-covered, flower-embroidered series of steps, quiet nooks, watch towers, pavilions and small terraces. There are striking views of the city from the top, which is reached by a series of stairs. It is best to descend on the eastern side, to see the small Plaza Pedro Valdivia, with its waterfalls and statue. The Museum of History and Antiques is near the Hill.

Beyond the Hill the Avenida goes past the National Library on the right; it is the largest library in South America and contains, amongst other things, the national archives. Beyond, on the left, between Calle San Francisco and Calle Londres, is the most ancient church in Santiago: the red-spired Church and Monastery of San Francisco. In the church is a small statue of the Virgin which Valdivia carried

KEY TO MAP.

- Plaza de Armas. 2. The Cathedral.
- 3. National Congress Hall.
- 4. Central Post Office.
- 5. Comandancia (City Hall).
- 6. Santa Lucía Hill.
- 7. National Library. 8. Municipal Theatre.
- 9. San Agustín Church
- (colonial).
- 10. Union Club.
- 11. Plaza Bulnes.
- 12. Palacio de la Moneda. 13. Plaza de la Constitución.

- 14. Universidad de Chile.
- 15. Plaza Argentina.
- 16. Alameda (Central) Station.17. School of Agriculture.
- 18. Museum of Natural Sciences.
- 19. Parque Centenario. 20. Mapocho Station.
- 21. Central Market.
- 22. Palacio de Bellas Artes.
- 23. Plaza Baquedano.
- 24. Catholic University.
- 25. San Francisco Church &

Monastery.

on his saddlebow when he rode from Peru to Chile. On the left, a little further along, is the University of Chile; the Club Unión is almost opposite. North of the Plaza Bulnes, hemmed in by the skyscrapers of the Civic Centre, is the gracious Colonial building of the Casa de la Moneda, which contains historic relics, paintings and sculpture. Part of it is the official residence of the President and contains a number of government offices. The Municipal Theatre is on Calle Agustinas, and nearby, on Calle Nueva York, is the Bolsa de Comercio. Further along, any of the streets on the left will lead to the great Parque Cousiño, with a small lake, playing fields, and the racecourse of the Club Hipico. The Avenida runs westwards to Plaza Argentina, on the southern side of which is the Alameda (Central) Station for the south. On Avenida Matucana, running north from Plaza Argentina, are the Museum of Natural Sciences and the Quinta Normal de Agricultura, the latter a large area of ground containing a very popular park. In the National Museum are pieces of armour worn by Valdivia's men.

There are several other parks in Santiago. Perhaps the most notable is the Parque Forestal, due north of Santa Lucía Hill and immediately south of the Mapocho. The Palace of Fine Arts is in the wooded grounds; it has a large display of Chilean painting and sculpture, and art exhibitions are held several times a year; the Art School is in the building. The Parque Balinaceda, east of Plaza Baquedano, is perhaps the most beautiful in Santiago, but the sharp, conical hill of San Cristóbal, to the north-east of the city, is the largest and most interesting. A funicular railway goes up the hill, which is 1,000 feet high. The hill has several summits: on one stands a colossal statue of the Virgin, which is floodlit at night; on another is the astronomical observatory of the Catholic University; and on a third, a solar observatory (Victoria Castle). The hill is very well laid out with terraces, gardens, and paths; there is a fine restaurant with splendid views from the terrace, especially at night. The Zoological Gardens are near the foot of the hill.

The interesting Central Market is at Puente 21 Mayo.

Industries: - About 54 per cent. of all Chilean industries are in the Province of Santiago, which concentrates mainly on food, textiles, clothes, leather and chemicals. Santiago Hotels: -- Carrera, Teatinos 180, Cable: Carreratel, 400 beds (see

advertisement pages 384/385, 426).
Crillon, Agustinas 1025, Cable: Crillon, 150 beds; City, Compañia 1063, Cable: City Hotel, 92 beds; Savoy, Ahumada 165, Cable: Savoy, 60 beds; Splendid, Estado 360, Cable, Hotel Splendid, Estado 360, 54 beds; Capri, San Antonio 541, Cable: Capri, 81 beds; Oddo, Ahumada 327, Cable: Oddo, 60 beds; Victoria,

541, Cable: Capri, 81 beds; Oddo, Ahumada 327, Cable: Oddo, 60 beds; Victoria, Huerfanos 801. Cable: Hotel Victoria, 45 beds; Mundial, La Bolsa 87, Cable: Hotel Mundial, 40 beds; Bidart, New York 9, Cable: Hotel Bidart, 34 beds. Hotel Ritz, Estado No. 248, 70 beds.

Restaurants:—In addition to those at the Carrera and Crillon hotels there are, in the centre of the town, the Waldorf, La Bahia, Fornone, Chez Henri, La Nuvia, El Danubio Azul and La Reine Pedauque; farther out are El Parron and Chiaranda (meals in the open air during the summer), and El Sarao, in an old farmhouse half

an hour's drive from the city

Tea Rooms:—Gath & Chaves, Ltd., Estado, Huerfanos; "Violin Gitano," Huerfanos; "Nuria," Agustinas 715; "Goyescas," Huerfanos Estado; "Astoria," Ahumada 31.

Conveyances: -- Motorbus and trolleybus fares \$2.00 and \$3.00 respectively, within the city limits. Taxi: \$200 per hour according to type of car, within the city

Imits. Visitors going outside the city are advised to arrange the charge beforehand.

Tourist Agencies:—Wagon-Lits Cook; "Expreso Villalonga"; "Exprinter"; Transportes Unidos; (all in Calle Agustinas); Cía Chilena de Viajes y Turismo (CIVIT), Calle Moneda 930; Viajes Litvak and Turavion Shipping

453

Express, in Calle Bandera 169. Round trips to the Lake District are detailed under The Chilean Lakes.

Racecourses:—Club Hipico, racing every Sunday afternoon (at Viña del Mar, January-March); Hipodromo Chile every Sunday morning.

Tennis:—Santiago Tennis Club; International; Los Leones; The Prince of Wales Country Club; Country Club; Stade Française.

Golf:—Los Leones Golf Club (car from Plaza Italia), introduction required; The Prince of Wales Country Club.

Clubs:—Union; Phoenix Club; British Country Club (cricket, hockey, swimming, etc.); Club de Setiembre; Ski Club Chile, Calle Bandera 64; Club Andino (winter sports).

(winter sports).

Theatres and Cinemas:—Municipal; Rex. Bandera, Real. Metro. Santa Lucia Central, Normandie, Cervantes, Santiago, Baquedano; and many others. Addresses:—British Embassy, British Consulate, Bandera 227; U.S. Embassy; U.S. Consulate, Agustinas 1343; Y.M.C.A.: Arturo Prat 130; West Coast of America Telegraph Co., Ltd. (British). Calle-Bandera, 156; All America Cables & Radio, Inc., Calle Agustinas, 1065; Transradio Chilena, Calle Bandera, 168; Bank of London and South America, Ltd., Corner Calles Bandera y Agustinas; National City Bank of N.Y., Bandera 237; Banco de Chile, Ahumada 251; British Chamber of Commerce in the Republic of Chile; Calle Bandera 227, Casilla 4087. Chilean-British Institute, Miraflores 495; British Council, Casilla 154-D; British Overseas Airways Corp.: MacIver 244; and P.S.N.C. offices: Agustinas 1066. P.O. Box 4087. P.O. Box 4087.

Rail:—Santiago to Buenos Aires as from Valparaiso (q.v.); to Valparaiso, three expresses daily, besides ordinary trains; to Talcahuano, daily; to Coquimbo and La Serena, daily; to Antofagasta, thrice a week, and Iquique once a week; to Valdivia and Puerto Montt, three times a week; to San Antonio at 8.30 a.m. and 3.40 p.m.

Excursions from Santiago: Several small resort towns are easily reached by car from the capital: Colina, (3,000 ft.) a spa in the mountains 20 miles to the north; Apoquindo, 7 miles to the east, at 2,600 feet, a popular resort; by Peñalolén to San José de Maipó, some 50 miles to the south-east (return journey by car: 3 hours); El Volcán, in the Andes, 48 miles to the south-east (4,600 ft.), with an astounding view. (Hotel: La Valdés). (Train, 8 a.m., arriving back in Santiago 7.45 p.m., through mountains and gorgeous scenery). From El Volcán the road runs east and then north to the skiing slopes of Lo Valdés (hut). The small towns in the Aconcagua Valley to the north-San Felipe, Jahuel, Los Andes, and Portillo-have been described as excursions from Valparaiso. The road to San Felipe is shorter than the railway. Motor-car trips from Santiago to the Aconcagua Valley and over the Andes to Mendoza (250 miles) are arranged by the travel agencies. The road is excellent except when snowed up in winter but the last 3,000 feet of the climb can now be avoided by passing through the Trans-Andean Railway tunnel, 2 miles long.

There are motor roads to Valparaiso and to the south. The Pan-American Highway between Santiago and Arica (1,400 miles) is usually covered in five stages. The driving time is 51 hours.

Several excellent sea beaches are frequented by people who live in the capital: those which lie north of Valparaiso (already described), or those which lie at the mouth of the Río Mapocho, which runs to the sea as the Río Maipó. A road and a railway run to the resorts. The railway runs to the port of San Antonio, 70 miles from Santiago and 40 miles by sea south of Valparaiso. Its shipping shows a considerable growth, mostly at the expense of Valparaiso. The port exports copper brought by railway from the large mine at El Teniente, near Rancagua. Population: 27,314. Itself a popular resort, it is also the centre for other resorts to the north and south: Cartagena, the terminus of the railway 5 miles to the north, an old town with

good hotels, is a great playground for Santiago residents; Llolleo (on the railway 23 miles to the south) and Maipo, at the mouth of the Río Maipó, are other playgrounds. Santo Domingo, with a good hotel, is about 10 minutes by road south of San Antonio. There is a golf course at Santo Domingo.

Hotels:—San Antonio: Jockey Club; Cartagena: Continental; Francia; Biarritz; Asturias; Embassy. Llolleo: Oriente; Alhambra. Santo Domingo:

SOUTH THROUGH THE CENTRAL VALLEY.

A railway runs south through the Central Valley to Concepción (and beyond Concepción to Puerto Montt). It runs through the heart of Chile, one of the world's most fruitful and beautiful countrysides, with the snowclad peaks of the Andes delimiting it to the east. What this countryside looks like has already been described under "Economic Problems" in the introduction to this chapter. It is in this valley that most of Chile's population lives, and here, too, are most of its towns, a score of them with more than 10,000 inhabitants. All the towns described can be reached from Santiago by car.

Rancagua, 51 miles south of the capital (13 hours by train), is an agricultural town with a population of 38,423. Its chief title to fame is a battle fought in its streets in 1814 by O'Higgins against the Royalists. The great Teniente copper mine is on a branch line 50 miles to the east. On this line, 23 miles from Rancagua by rail or car, are the thermal springs of Cauquenes.

Hotels: -- Santiago; Río Claro; De La Ta; España; Ducal.

San Fernando, capital of Colchagua Province, with 28,723 inhabitants, is 32 miles south of Rancagua. It stands in a broad and fertile valley at a height of 1,112 feet. It was founded in 1742, and there are still traces of its colonial days. A branch railway (and road) runs west to the seacoast resort of Pichelemu.

Hotel :- Marcano.

Curicó, 37 miles south of San Fernando, has a population of 35,270. The surroundings are picturesque, and the main plaza is accounted one of the finest in the republic. There is a large cattle market; flour milling and alcohol distilling are the main industries of this agricultural town. A branch line runs west to Licantén, whence a road (16 miles) runs to the sea and some quiet family beaches.

Hotel: - Comercio.

Talca, 35 miles south of Curicó (155 miles from Santiago) is the most important city between Santiago and Concepción; it is the capital of Talca Province, and has a population of 63,602. It was founded in 1692, and destroyed by earthquake in 1742 and 1928. It has been completely rebuilt since 1928, and now has large open parks and well paved streets, a fine Stadium with running and cycling tracks, football grounds and an open-air swimming pool. There is also a first-class 9-hole golf course.

The province of Talca, apart from its large wheat and grain

production, is the greatest wine producing zone in Chile.

Hotels:—Plaza; Claris; Central; Amalfi.

Industries:—The city is one of the largest manufacturing centres in the country, with the biggest match factory in Chile, 7 shoe factories, 2 biscuit and 2 tobacco and cigarette factories, 2 paper mills, 5 flour mills, a tannery, several distilleries, 3 foundries and the 2 principal bed and tube factories in Chile.

Excursions: The Maule lake and river, easily reached by road or the branch railway running west to the ocean, are being stocked with salmon and rainbow trout; the road passes through some of the finest mountain scenery in Chile. The railway runs to (56 miles) Constitución, a port of call for small steamers a mile up the wide mouth of the Maule river. It is the centre of a wealthy district producing grain and timber, but its main claim to attention is as a summer resort. The beach, an easy walk from the town, is surrounded by very picturesque rocks, and the nearby scenery is most pleasant. There is a large group of hotels and pensions, but accommodation is difficult from January to March.

Hotels: - De la Playa; Negri; Plaza; Valparaiso; Res. Arenas; Res. Montt.

Linares, 30 miles south of Talca, capital of the Province of Linares, is the centre of an agricultural area producing wine, fruit, cereals, and vegetables. A narrow-gauge railway runs north-east (17 miles) to the curative hot springs and baths of Panimávida, picturesquely set in the foothills of the Andes.

Hotels: - Panimavida (high class, 6 therapeutic baths); Astur.

Some 25 miles south of Linares is Parral, a modest commercial and industrial town. A branch line runs west to Cauquenes, the capital of Maule province, famous for its wines. There are roads west from Cauquenes to the seaside resorts of Curanipe and Pelluhue.

Chillán, 65 miles south of Linares, is an important agricultural centre with a population of 67,311. When the town was destroyed by earthquake in 1833 (it was the birthplace of Bernardo O'Higgins), the new town was built slightly to the north; that, too, was destroyed by earthquake in 1939 but has been rebuilt.

Hotel: España.

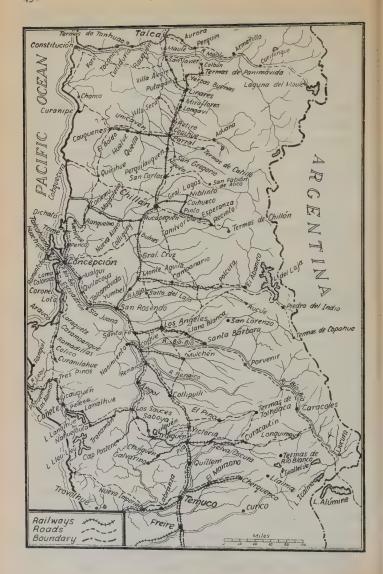
Excursion: To the world famous Termas de Chillán, 55 miles east, reached by branch line to Recinto (40 miles), and thence by motor to the springs, 4,000 ft., up in the Cordillera. Season: mid-December to end of March. *Hotel*: Chillán. The Ski Club de Chile (branch at Chillán), has a refuge on the slopes of the volcano Chillán,

east of the Termas, and will make arrangements for skiers.

From Chillán there are two rail routes to the port of Concepción: the shorter runs westwards to the coast and south through Dichato, Tomé, and Penco; the longer route continues southwards to (60 miles) San Rosendo, the junction on the Longitudinal Railway for a line running north-west through the valley of the Bío-Bío to Concepción. On this route, an interesting short excursion can be made by taking a bus for 10 miles from Yumbel Station (short of San Rosendo), east to the Salto del Laja, a spectacular waterfall in which the river Laja plunges 153 feet over the rocks. San Rosendo is at the confluence of the Laja and Bío-Bío rivers.

Concepción, six miles up the Bío-Bío river and 360 miles by rail from Santiago, is the most important city in southern Chile and the third city of the Republic; it has a population of 133,580 inhabitants. Its port, Talcahuano, on the Bay of Concepción, is 9 miles away. Concepción has a new and attractive railway station decorated with murals.

The climate is very agreeable in summer, but from April to September the rains are liable to be excessive; the annual average



rainfall, nearly all of which falls in these six months, is from 50 to 60 inches. Concepción has been outstandingly unfortunate in the matter of earthquakes; it has recently celebrated its fourth centenary and its site has been moved more than once during its history; vestiges of the last earthquake in 1939 are still to be seen, though many magnificent new buildings have been or are being erected, among them a new Cathedral and Law Courts. There is a good nine-hole golf course (open from April to October) two miles from the centre of the city, and a modern racecourse midway to Talcahuano.

The best way to get a view of the city and surrounding country is to take a taxi up the Caracol hill, from which there is a truly magnificent view, not simply of Concepción but also of the river Bío-Bío, the sea, Talcahuano and San Vicente bays, and of several lakes in the neighbourhood. (There are several small lakes and ponds in the This can be done for a cost of 10/- to 15/- and is well worth while. The district has a considerable production of cereals,

pulses, and livestock.

It is expected that Concepción and district will become more industrialised, due to the opening of a large steel mill in Huachipato, on San Vicente bay, a mile from Talcahuano; this now produces black iron sheets, bars and ingots, tinplate, wire rods, etc., and is creating subsidiary industries. There are also flour mills and cloth

factories in Concepción.

Concepción and Talcahuano are joined by railway and a good road, from which branch other roads leading to bathing beaches and beauty spots close at hand: the estuary of the Bío-Bío, Lenga, Ramuntcho, Rocoto, and Las Escaleras. Three railway lines run from Concepción: one to Curanilahue through Coronel and Lota, where are Chile's largest coal mines; one to Chillán, through Penco and Tomé, famous respectively for their potters and cloth factories; and one to San Rosendo, the junction on the Longitudinal Line for journeys north to Santiago or south to Puerto Montt.

Hotels :- Cecil, Claris, Central.

Restaurant: -Don Quixote, calle Barros Arana 873.

Clubs: - Concepción, Ingles, Aleman, Circulo Frances, Chilean-British Institute, San Martín 573, and Chilean-North American Institute, Rengo 311. British Consulate: Barros Arana, 389.

Bank of London and South America, Ltd.
Cables:—West Coast of America Telegraph Co. (British), O'Higgins No. 460.
Air:—In the summer 'planes daily to and from Santiago and connections to Valdivia and Osorno.

Rail: - Daily to Temuco and Valdivia; to Puerto Montt three times weekly; to Santiago daily, and in summer special fast diesel trains three times weekly.

Talcahuano, on a peninsula jutting out to sea, is considered the best harbour in Chile. It is a leading grain and export centre and a naval station; its dry docks accommodate vessels of 30,000 tons. Steamers call on both their northward and southward voyages. Population: 63,133. A mile away the steel plant at Huachipato has its own wharves to unload the iron ore shipped south from El Tofo, near Coquimbo.

Landing :- By shore boat. Hotel:-Francés (70 beds).

Cables: -West Coast of America Telegraph Co., Ltd. (British), Calle Bulnes, 118.

Buses: - Frequent service to Concepción.

The railway to Chillán running along the coast of Concepción Bay passes through Penco, Tomé and Dichato. Penco (the original site

of Concepción) is a watering place with a fine beach. The old fort known as La Planchada still faces the sea. A deposit of kaolin determined the installation at Penco of important potteries.

Tomé (one hour by rail), is a small provincial town; it has a very good bathing beach with a sandy shelving shore and a background of wooded hills. There is a good view of the Bay from El Morro.

Hotels :- El Morro and Durdos, open only in summer.

Dichato, by the sea 8 miles north of Tomé, is a quiet village with two small hotels and miles of beaches. Picturesque views, boating and fishing.

Hotels: -- La Playa; Dichato; Res. Cisternos; Res. Abach; Res. Flores.

The Railway to Curanilahue links the coal producing districts near Concepción. It crosses the Bío-Bío by a bridge 2,060 yards in length, the longest of its kind in Chile, to reach (17 miles) the town of Coronel, a bunkering port in the heart of the coal area. Coronel is memorable as the scene of the naval battle for which vengeance was taken at the Falklands. The coast is very picturesque, the country wooded.

The action off Coronel on November 1, 1914, was fought between Von Spee's China Squadron (Scharnhorst, Gneisenau. Leipzig, Nurnberg, and Dresden) against Craddock's squadron (Good Hope, Monmouth, Glasgow, and the merchant cruiser Otranto). A heavy sea and an unfavourable light added to Craddock's difficulties. The Otranto was ordered out of range, and of the combatant British ships the Glasgow alone escaped.

Landing :- Shore boat.

Cables: - West Coast of America Telegraph Co. (British), Calle Manuel Montt

Lota, 5 miles south of Coronel, is a coal mining centre with 34,445 inhabitants. It is a bunkering port for coastal vessels. In the neighbourhood is the famous Cousiño Park, one of the sights of Chile. The management and the organisation of the Cousiño mines are of extraordinary interest. The mining company runs an excellent ceramic factory.

Landing :- Shore boat.

Rail:—To Coronel (20 minutes), and Concepción (1½ hours) daily. Hotel: - Comercio (25 beds).

Laraquete, 5 miles south of Lota, is by the sea at the mouth of a river. It is a very beautiful, well wooded place with a fine beach. There is good fly fishing for trout and peladillo in the summer. Small hotel.

Coronel, Lota and Laraquete are all bunkering ports for coastal

The railway goes on to Curanilahue, 40 miles from Concepción. From the terminus a road runs to Los Alamos, where railway can be taken west to Lebu, a coal port with a population of 8,239 some 80 miles south of Concepción. It lies at the mouth of the Río Lebu, and is the capital of Arauco province. The lower river reach and the beach are popular with tourists in summer, and there are daily trains via Los Alamos to Puerto Peleco on the highly picturesque Lake Lanalhue, 23 miles south of Lebu.

Hotels:—Central; Aleman.
Rail:—Via Puerto Peleco to Los Sauces, whence there is a line north-east to the
Longitudinal railway at Renaico, south of Santa Fe, and another south-east to the Longitudinal railway at Púa.

FOREST	CHILE:	CONCEPCIÓN	TO PUER	TO MONTT.
Province		1940 census	1952 census	per cent variation.
Bio-Bio		127,312	137,783	. 8.2
Malleco	`** **	154,174	188,662	2.9
Cautin		374,659	361,862	3.4
Valdivia	* * * * * * * * * * * * * * * * * * * *	191,642	237,817	24.1
Osorno		107,225	122,980	14.6
Llanquihue		117.225	130.500	10.1

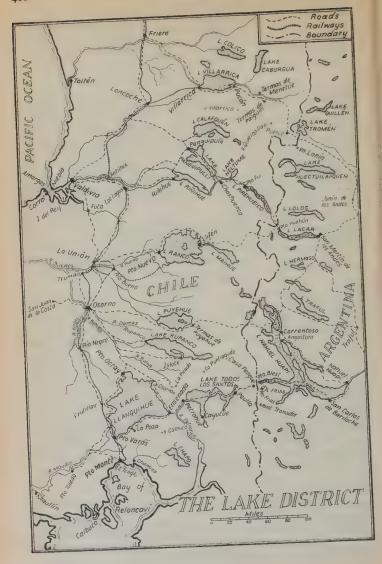
South of the Bío-Bío river to the Gulf of Reloncaví the same land formation holds as for the rest of Chile to the north: the Andes to the east, the coastal range to the west, and in between the central valley. But the Andes and the passes over them are less high here, and the snowline is lower; the coastal range also loses altitude, and the central valley is not so continuous as from Concepción to Santiago. The days are cool and the nights cold; the summer is no longer dry, for rain falls during all the seasons, and more heavily than further north. There is more rain on the coast than inland: some 99 inches on the coast and 53 inches inland. This rain is enough to maintain heavy forests, mostly beech, but there are large clearings and an active agriculture. The area has only been heavily colonised in the last ninety years; irrigation is not necessary. The farms are mostly medium sized, and no longer the huge haciendas of the north. The characteristic thatched or red tiled houses of the rural north disappear; they are replaced by the shingle roofed frame houses typical of a frontier land. The farms raise livestock and food crops, but there are no Andean pastures on which to graze the cattle in summer. Some 20 per cent. of the land is given over to food crops: wheat, potatoes, apples, oats, and hay. There is, surprisingly, no great timber industry.

About a 100,000 pure blooded Araucanian Indians live in the area, more particularly around Temuco. There are possibly 200,000 more of slightly mixed blood who speak the Indian tongue, though most

of them are bi-lingual.

The area is important for the tourist because here, between parallels 39 and 42, there extends from the Andes one of the most picturesque lake regions in the world. There are some 12 great lakes of varying sizes, some set high on the Cordillera slopes, others in the central valley southwards from Temuco to Puerto Montt. All differ in the colour of their water: some are crystalline and others change from a deep blue to an emerald green. Here, too, are imposing waterfalls and large rivers. Of the many visitors to the area each year many are anglers revelling in the abundance of fish, the equable climate, and the absence of troublesome insects. The season in the Lake District is from mid-December to mid-March.

Travelling on the Longitudinal Railway south from San Rosendo, the junction for Concepción, we come (15 miles) to Santa Fe, from which there is a branch line east to (13 miles) Los Angeles, a town of about 85,000 inhabitants, in a wine, fruit and timber district. A road runs to the Laguna del Laja past the impressive waterfalls and rapids of the Trubunleo river. A car takes about 3 hours to get to the lake, where there is grand mountain scenery.



Road and railway are continued from Los Angeles to Santa

Bárbara, on the Bío-Bío river.

A small town which has hot springs nearby—Curacautín—is some 15 miles by railway east of Púa, on the Longitudinal railway 69 miles south of San Rosendo. The beautiful pine surrounded Termas de Tolhuaca, with hot springs, are 23 miles to the north-east of Curacautín by road. (Good hotel). South-east of Curacautín (20 miles by road) are the hot springs and mud baths of Río Blanco, at 3,433 feet on the slopes of the Sierra Nevada.

Curacautín Hotels :- Plaza, Internacional; Altayo.

The railway from Púa to Curacautín is to be prolonged to the frontier (50 miles), where it will be connected with an Argentine line, (80 miles) from Zapala. The new line will cross the Andes at a height of 5,700 ft., as compared with 10,500 ft., on the existing transandine railway from Los Andes to Mendoza, and 14,000 ft., on the northern transandine from Antofagasta to Salta opened in 1948. The new line, when built, will link Concepción with the Argentine grain port of Bahía Blanca.

The Lake District proper does not begin until we reach

Temuco, 120 miles south of San Rosendo and 430 miles south of Santiago. This Cathedral city of 90,957 inhabitants, the capital of Cautín province, has been considerably improved in recent years and is now one of the most active centres in the south. Wheat, barley, oats, timber and apples are the principal products of the area. Native Indians make this their market town. It is the headquarters of the South American Missionary Society and of the American Baptists, whose public schools are filled from all parts of Chile.

There is a grand view of Temuco from Cerro Nielol, where there

is a golf course, tennis courts, and a bathing pool.

Hotels:—de la Frontera; Central; Continental; Terraz; Petit; Club Ski

Rail:—Twice daily to Talcahuano; three times a week to Puerto Montt in winter, daily in summer. To Valdivia: once a day in winter, twice a day in summer. To Carahue: daily.

Excursions: A railway runs west through picturesque scenery to (34 miles) Carahue (Hotel El Sol), through Indian country. About 28 miles further, at the mouth of the navigable river Imperial, is Puerto Saavedra, a pleasant seaside resort. It is reached from Carahue by car (2 hours), or by river boat (4 hours, or 2 hours on

Sunday).

From Puerto Saavedra there are interesting excursions to Nehuentue, on the other side of the river, or to Lakes Budi and Trovolhue, both well worth seeing but difficult to get at. Trovolhue is reached by a specially chartered launch which takes 4 hours to ascend Moncul River. Lake Budi is reached by a 3 kilometre journey on foot or horseback as far as Boca Budi, and the lake is crossed by motor-boat chartered in advance to Puerto Domínguez (2 hours), a picturesque little place famous for its good fishing. Puerto Domínguez can also be reached by road from Carahue (25 miles).

For details of these excursions visit the State Railways Information Bureau at 535 Avenida Arturo Prat, Temuco, or the office of the Asociación de Turismo de Cautín (opposite). Tours are arranged to lakes, sea beaches, Indian settlements, or to salmon and trout streams.

From Temuco a gravel road runs via Friere to Lake Villarrica, 21

miles long by 41 miles wide. This wooded lake is one of the most beautiful in the region, with Villarrica Volcano (9,318 ft.), for a background. Beautifully set on the extreme west bank is the town of Villarrica (Hotels: Central; Parque; Yachting Club), the terminus of a branch line which leaves the main line at Loncoche, 50 miles south of Temuco. The very attractive small town of Pucón, which is on the south-eastern shore of the lake, can be reached by omnibus from Villarrica, or perhaps on horseback by fair road, or by water. Pucón is beautiful, has a good climate, excellent fishing and first class accommodation in the State Railway Hotel Pucón. The Hotel Playa is comfortable. Excursions from Pucón should be made to Rinconada; on horseback to the Villarrica Volcano towering south of the town for the grand view; to Lake Colico to the north and Lake Caburgua to the north-east, both in wild settings; to the thermal baths of Menetue, north of the road to Argentina, and Palguin, south of the same road. A small steamer, the "Dona Rosa," plies on the lake.

There is a road from Pucón to the Argentine village of Junín de los Andes. The route by car is past the volcanoes of Villarrica and Quetropillan as far as Lake Quilleihue, a gem set between mountains at 3,924 feet above sea level. Cars are ferried across by boat (if there is one available). From the opposite shore to the border is 7 kilometres by good road. On the border, to the south, is the graceful cone of Lanín Volcano (11,222 ft.), and beyond the border is Lake Tromen, much visited by Argentine tourists. The Argentine road from the border to Junin de los Andes is narrow, rough, and not very interesting. The road goes on to San Martín de los Andes, a lovely little town on Lake Lacar, and via Lago Hermoso and Villa Angos-

tura (a beautiful drive) to San Carlos de Bariloche.

From Antilhue, 92 miles south of Temuco, a branch line runs 24 miles west to

Valdivia, a city which stands where two rivers join to form the Río Valdivia, 11 miles from the port of Corral and the Pacific Ocean. It is the capital of Valdivia Province and has a population of 60,000. It lies 440 miles by sea south of Valparaiso, and is 510 miles by rail

(about 21 hours) from Santiago.

The town is set in a rich agricultural area receiving some 101 inches of rain a year, and is the clearing house of the exports and imports of the countryside. Valdivia was first founded by Pedro de Valdivia in 1552. From 1850 to 1860 a comparatively small number of German colonists settled in the area; their imprint upon it and the town in terms of architecture and agricultural methods, cleanliness, education, social life and custom is still strong. In particular they have created numerous industries, most of them set up on Teja Island (5 kilometres by 2) facing the city. A concrete bridge joins the city and the island, which makes an excellent site for the fairs and the agricultural exhibitions of "Saval," (Sociedad Agricola v Ganadera de Valdivia).

Industries:—Centre of the Metalurgical, food, wood-making and leather industries based on local raw materials.

Hotels:—Pedro de Valdivia, calle Valdivia; Schild, calle Henriquez, France, calle Independencia; Schuster, calle Maipu; Pelz, calle Chacabuco; Riechers, calle Niebla; Miramar, calle Niebla.

Shipping:—The City is accessible to craft of up to 2,000 tons, and is served by

river steamers and tugs. Chilean steamers sail frequently for Valparaiso and Punta Arenas and other coastal ports, and Buenos Aires up to Brasil. The P.S.N.C.'s vessels call at Corral when there is sufficient cargo, and load and discharge with lighters.

Rail:—Daily at 10.30 to Santiago, thrice a week to Puerto Montt. Twice a week the "Flecha" leaves Valdivia at 10.30 a.m., and arrives at Santiago the same

day at 24 hs.

Cables:—West Coast of America Telegraph Co. Agent: H. Allen, Calle

British Vice-Consul :- Garcia Reyes 640.

Lloyd's Agent :- Guillermo Prochelle, Libertad 129.

Excursions: The district has much natural beauty with a lovely countryside of woods, beaches, lakes and rivers. The various rivers are navigable and there are pleasant journeys to Futa, Putable, and San Antonio, behind the Teja Island and through the Tornagaleanes, the "Isla del Rey." Among the waterways are countless little islands, cool and green. Ferryboats which make the run to Corral in about two hours, call at the seaside resorts of Niebla, Cancahual, Mancera and Amargos. These leave Valdivia for Corral at 8,30, 2.0 p.m., and 5.30 p.m., but there are more frequent sailings during the summer season (December to the beginning of March). road, 47 miles long runs from Valdivia to La Union and thence to Puerto Nuevo on beautiful Lake Ranco, dotted with islands. branch of this road curves round the north of the lake to Llifén, a picturesque watering place on the eastern shore. From Llifén visits can be paid to Lakes Maihue and Verde. Another road (and railway) runs from Valdivia alongside the river to Los Lagos (38 miles), and on to the beautiful Riñihue Lake. Yet another road runs north from Valdivia into an area from which excursions can be made to Lakes Panguipulli, Calafquén, Neltume and Pirehueico. From Panguipulli, on the western bank, there is a launch service across Lake Panguipulli to the Choshuenco volcanoes, on the eastern bank. From Choshuenco there is a road to Puerto Fui, on Lake Pirehueico, a road thence across the border to Puerto Huahún, on the southern shore of Lake Lacar, in Argentina. A launch crosses the lake to San Martín de Los Andes, on the eastern shores of Lake Lacar.

The Club Andino Valdivia has ski-slopes on the Mocho and

Choshuenco volcanoes.

Corral, the outport or anchorage of Valdivia City, is at the mouth of the Valdivia River; the wharves are slowly silting up. There is a ferry boat service daily to Valdivia (11 miles; 2 hours). The town was the scene of a great victory by the Chileans under Admiral Cochrane in the War of Independence of 1818. The waters of a number of lakes flow out to sea through the port, and in the heavy rainfalls of winter the currents are strong. There are 5 mooring buoys for the berthing of cargo vessels in the bay. There is an iron foundry here turning out pig iron; the plant is managed by the new steel works at Huachipato. The population, mostly of labourers, is 10,000.

Hotel:—Residencial Villa Lucia (Isla del Rey).

From Cocule, a little south of La Unión (45 miles south of Antilhue, the junction for Valdivia), a branch line runs to the southern shore of Lake Ranco. A road from La Unión runs to Puerto Nuevo, on the west shore. Lake Ranco has already been mentioned as a possible excursion from Valdivia.

Some 26 miles south of La Unión is another centre for exploring

464 · CHILE.

the lakes. This is

Osorno, 590 miles (15 hours) from Santiago and only 80 miles north of Puerto Montt. The city was founded in 1588 on rising ground at the junction of two rivers, the swift Rahue and the quiet Damas. Some of the streets and buildings retain much of their colonial character, but modernism, to excess, is the dominant note to-day. The Instituto Aleman—the town is mainly German—is a good instance of the prevailing concrete construction. There are local industries of some importance. Good roads radiate into the surrounding country, to Valdivia and Puerto Montt and to the Argentine town of San Carlos de Bariloche, which is reached via the lakes of Todos Los Santos and Laguna Verde; both are crossed by ferries. Hotels:—Hotel Burnier; Waeger; Crillon; Español; Heinrich; Res. Azaya. British Vice-Consul:—Bulnes 743.

Excursions: (1) Motor south-east to Octay, on the northern shores of Lake Llanquihue; trips can be made from Octay by steamer on the lake, or the road followed along the lakeside to Ensenada for lunch; continue to Puerto Varas for tea, then along the west side of the lake to Octay and back. (2) East to the Pilmaiquen waterfall, and on to Lake Puyehue and the thermal waters at Termas de Puyehue; this takes 4½ hours by car, and there is a bus service. (3) Motor north to Río Bueno, celebrated for its scenery, and to La Unión. (4) Motor to Trumao, a river port of the Río Buenos, whence a steamer may be taken to the sea. (5) Motor to Río Negro and Riachuelo. (6) Other excursions can be made to San Juan de la Costa and to Lake Rupanco. The Club Andino has two shelters at La Picada (55 miles), in the ski fields on a road off the main road between Octay and Ensenada; it also has a shelter at the Antillanca Ski fields, where a ski-lift has been installed; these are only 10 miles by road from the Puyehue Hotel. Apply at the Oficina de Turismo de Osorno, Hotel Burnier.

From about the beginning of October till the end of March, depending on the weather and the number of passengers, the Cinta Airline runs a regular weekly service to Pampa Alegre Airfield.

2 miles by road from the centre of the town.

From Osorno it is 58 miles by rail south to Puerto Varas. The last 15 miles, the line runs for the most part along the shore of Lake Llanquihue which, together with Lake Todos Santos to the east of it, are the most southern and the best known of all the lakes. Across the great blue sheet of water can be seen the snowcapped volcanoes of Osorno (8,790 ft.), and Calbuco, and, when the air is clear, the distant Tronador. Lake Llanquihue covers an area of over 210,000 square miles. There is a road, 116 miles long, round it.

Puerto Varas, a beauty spot of about 4,024 inhabitants, is on the edge of the huge lake. It is 650 miles from Santiago and only 16 by rail from Puerto Montt. All the important travel agencies maintain bureaux here.

Hotels: Puerto Varas; Playa; Heim; Bellavista.

Excursions: There are steamers and motor-boats on the lake; they ply between Puerto Varas and (30 miles) Ensenada, in the southeastern corner of the lake, calling at villages on the way. A road runs round the lake. On the northern road between Puerto Varas and

465

Ensenada is Puerto Octay. Eastwards from Ensenada runs the international road across the Perez Rosales pass into Argentina.

Puerto Varas is within easy reach of many famous beauty spots-Desague, Totoral, Frutillar, Los Bajos, Puerto Octay, Puerto Chico, Puerto Fonck, Ensenada, La Poza, the Lorelei Island, the Calbuco Volcano, La Fábrica, Puerto Rosales, Playa Venada and Río Pescado. La Poza in particular is worth seeing. It is a tiny little lake to the south of the big lake and reached through tortuous channels overhung with vegetation; a secret channel leads to yet another lake: the Laguna Encantada. On the way back to the first island the launch calls at Isla Lorelei, where there is a small restaurant.

East of Lake Llanquihue is the most beautiful of all the lakes in southern Chile: Lake Todos los Santos, a long irregularly shaped sheet of water with the lake ports of Petrohué on its western and Peulla on its eastern shores. The waters are emerald green. It is only 11 miles by an enchanting road from Ensenada (hotel), on Lake Llanquihue, to Petrohué, and from that little port a steamer crosses Todos los Santos to Peulla in from 2 to 3 hours. Between Ensenada and Petrohué the bus invariably stops so that passengers can see the attractive and beautifully set waterfalls on the Río Petrohué on its course to the Gulf of Reloncaví and the sea.

This lake has no roads round it, but from Petrohué a poor sort of road runs north through mountainous land to the skiing hut on La Picada; the hut is more usually reached from Ensenada or

Osorno.

As for the lake itself, its shores are deeply wooded; several small islands rise from the lake; in its waters are reflected the slopes of Osorno volcano. Beyond the hilly shores to the east are several graceful snow-capped mountains, with the mighty Tronador in the distance. To the north of the lake is the sharp point of Cerro Puntiagudo (7,470 feet), and at the north-eastern end Cerro Techado (5,641 feet) rises cliff-like out of the water. Visitors stay at the Hotel Petrohué for the night when going into or coming out of Argentina. For those who stay longer there are motor launches for excursions on the lake: two good day trips are to Cayutúe and Río Blanco.

Puerto Montt, 16 miles by railway and 14 by road from Puerto Varas, is the southern terminus of the railway, 670 miles from Santiago, 80 from Osorno. It lies on the large and beautiful bay of Reloncaví, and its climate is most agreeable. It is at Puerto Montt that passengers embark for the island of Chiloé, for Puerto Aysén, and for Punta Arenas in the deep south. The port, which serves a sheep farming district, is much used by coasting vessels.

population is 28,851.

The town is built on a patch of flat land which follows the contours of the bay at the head of the Gulf of Reloncaví; inland the hills, still covered with the relics of the primeval forest, rise abruptly. The "four hillsides" rise inland to the watershed which intervenes between the head of the Bay and Lake Llanquihue; in a straight line they are only 14 miles apart, but the railway to Puerto Montt from Puerto Varas has to twist and wind over this watershed. Buses run frequently between Puerto Montt and Puerto Varas.

Excursions: The wooded island of Tenglo, just off Puerto Montt and which is easily reached by launch, is a favourite picnicking place. Magnificent view from the summit. The island is famous for its "curantos," a local dish. Chamiza, up the River Coihuin, is recommended to fishermen (two quintas). There is a good bathing beach at Pelluco, a fair walk from Puerto Montt. The estuaries of Reloncaví and Cochamó (6 hours) are very beautiful. The Maullin River, which rises in Lake Llanquihue, has some interesting waterfalls. Maullin, at the mouth of the Maullin River, is worth a visit (by ship direct or by car as far as Puerto Toledo and then by launch or lake steamer). Calbuco (Hotel Francke), centre of the fishing industry, with good scenery, can be visited direct by steamer.

Puerto Montt is a good centre for excursions to the lakes via

Puerto Varas.

Hotels:-La Bomba; Club Aleman; Correa; Balneario Los Torpederas;

Quinta Garcia.

Rail:—Daily to Osorno; three times a week to Temuco, and three times a week

to Santiago in the winter; in summer daily.

From Santiago to Buenos Aires by the Lakes: This route between the two capitals is taken by a large number of people every year. The route is open all the year round, but is at its very best

from December to March. The journey takes five days.

During the season, from December to March, the "Flecha del Sur" runs daily on the 650 mile journey from Santiago to Puerto Varas, by daylight. During the other months of the year, the service is twice weekly. Extra fares are payable on this train. By normal trains, travelling day and night, the journey takes about 20 hours. The trip can, however, be made at ordinary fares and entirely by daylight. The train leaves Santiago, 8.15 a.m. on one of three days in the week. It arrives the same day at Concepción, where the night is spent. Next day the route is continued via San Rosendo to Valdivia, where another night is spent. Osorno is reached in 4 hours next day. After another overnight stop, Puerto Varas on Lake

Llanguihue, is reached in little over two hours.

Taking the more usual through 20-hour journey to either Osorno or Puerto Varas, the train leaves Santiago at 5.45 p.m., on the State Railway. The country becomes more attractive. There are rolling hills, and occasionally there is a glimpse of the sea to the right and snow peaks over to the left. Osorno is reached next afternoon and the night is spent there. Next morning, at 9 a.m., we leave in a small 'bus and travel for three hours over a worn, rough gravel road to Ensenada and lunch. The slightly uncomfortable ride is compensated by the scenery, very like that of the blue grass region of Kentucky. The rolling woodland meadows and pastures are delightful. Crops of maize, wheat, oats and potatoes are raised, but the farm implements are often crude. The road is filled with two-ox carts and horse-drawn waggons. We see loose cattle herded by cowboys on fine horses. Just before midday the 'bus crosses a bridge and down below is Lake Llanquihue. The driver stops for five minutes so that passengers can enjoy the view. It is very beautiful. Green corn and yellow wheat fields slope down to the water's edge; a great green forest rises on the far side of the purple lake. Away to the left is the snow clad Volcano of Osorno. The whole scene is shot through with the most vivid colours. Past the tip of the lake and over another ridge is Ensenada.

Alternatively, the night can be spent at Puerto Varas instead of Osorno, making the journey next morning to Ensenada across Llanquihue by launch or by road round the shore. Arrive 11.30 a.m. Luncheon is served at the hotel and immediately after luncheon there is a 'bus ride of 45 minutes to Petrohué, II miles away. The ss. "Esmeralda," a small steamer, crosses Lake Todos Los Santos in two hours, arriving about 7 p.m., at Peulla, where the night is spent in a comfortable hotel.

In the morning Peulla is left by 'bus for a run of 11 miles to Casa Pangue, where Chilean customs are cleared. Then the climb is begun over a low pass in the Andes—the Perez Rosales Pass—with snow peaks left and right. The road is fairly steep, winding and narrow, among big trees and heavy vegetation. The Argentine line is crossed on a height, but the customs are at the foot, on the edge of Lake Frias, at Puerto Frias. From here the Lago Frias is crossed in 20 minutes to Puerto Alegre. A short 'bus ride takes us to Puerto Blest for lunch. Puerto Blest—a small hotel and a dock—is on the edge of Lake Nahuel Huapí.

A small lake boat takes us across to Bahía Lopez, and another hour's car ride takes us to San Carlos de Bariloche for the night. Bariloche, the rail-head for Buenos Aires, is a dusty town of some 15,000 inhabitants on the shores of the lake. There are several hotels.

Bariloche is left by train at 10 p.m., next day. The line runs east for eleven hours through flat, barren, waste country. In summer the dust and heat are great. A transfer is made at Patagones to a more comfortable Pullman train, but there is still a great deal of dust. We arrive at Buenos Aires at 2 p.m., on the second day, after a forty hour train ride.

The fare for the journey from Puerto Varas to the Argentine railhead at San Carlos de Bariloche is \$900 Chilean single, with hotels and meals included. Passages by the "Flecha del Sur" have to be booked several days ahead. The names and addresses of the tourist agents are given under various towns. These agents offer many round trips in the lake district. The following are some examples:

Santiago, Valdivia, Puerto Varas, Petrohue, Puerto Montt, Santiago. Round trip, 7 days, one person \$7,308 Ch/Cy.; two persons \$13.592.
Santiago, Puerto Varas, Petrohue, Peulla, Osorno, Santiago. Round trip, 7 days, one person \$8.407 Ch/Cy.; two persons \$16.040 Ch/Cy.
Santiago, Osorno, Puyehue, Puerto Varas, Peulla, Puerto Varas, Santiago. Round trip, 10 days, one person \$12.156 Ch/Cy.; two persons \$23.366 Ch/Cy.
Santiago, Lanco, Pirihueico, Osorno, Ensenada, Petrohue, Peulla, Puerto Blest, Petrohue, Puerto Varas, Santiago. Round trip, 11 days, one person \$11.833 Ch/Cy.; two persons \$23.860 Ch/Cy.

two persons \$22.880 Ch/Cy.
Santiago, Concepción, Temuco, Valdivia, Osorno, Ensenada, Petrohue, Puerto Varas, Santiago. Round trip, 11 days, one person \$10.916 Ch/Cy.; two persons

\$20.752 Ch/Cy, Santiago, Pucon, Puerto Varas, Peulla, Osorno, Termas Puyehue, Osorno, Santiago. Round trip, 13 days, one person \$16.138 Ch/Cy.; two persons \$29.390 Ch/Cy.

Santiago, Pucon, Pirihueico, Osorno, Peulla, Puerto Varas, Santiago. Round trip, 15 days, one person \$15.751 Ch/Cy.; two persons \$32.142 Ch/Cy. Santiago, Buenos Aires via Chilean and Argentine lakes, one person \$7.147

Ch/Cy.; two persons \$13.379 Ch/Cy.

For those interested in fishing the following excursion to the Chilean and Argentine rivers and lakes can be arranged: Los Lagos, Melihue, Rio San Pedro, Purey, Pucon, Rio Trancura. Round trip, 11 days, one person \$14.372 Ch/Cy.; two persons \$26.066 Ch/Cy.

The above fares include first class transport, sleeping car and Restaurant cars

where necessary, first class hotels and meals, baggage transportation, tips and taxes. The prices quoted are subject to change without notice.

Archipelagic Chile: From Puerto Montt to Strait of Magellan.

 Provinces
 1940 census
 1952 census
 per cent. variation.

 Chiloé
 ...
 ...
 101,706
 100,371
 —1.3

 Aysén
 ...
 17,014
 25,476
 +49.7

South of Puerto Montt lies a third of Chile, but its land and its climate are such that it can be put to little human use: less than I per cent. of the country's population lives here. It is one of the rainiest and stormiest regions on earth: 200 inches of rain fall on some of it; 7 days of the year are tempestuous, 25 stormy, 93 squally, and the sun only shines through a blanket of mist and cloud on 51 days of the year. Deep and impenetrable forest covers most of the land. It is only the northern part—the island of Chiloé and a small area round the new town of Puerto Aysén-and the deep south that are inhabited. South of Chiloé, for 700 miles, there is a maze of islands—the tops of submerged mountains—separated by tortuous fjord-like channels, a veritable typographical hysteria. It is fortunate for shipping that this maze has a more or less connected route through it: down the channel between Chiloé and the mainland, and down the Morelada, Messier, Innocentes and Smyth channels into the Straits of Magellan. In some places along this route the tide levels change by forty feet. In the English Narrows two sharp-cut walls, 3,000 feet high, enclose a constricted channel in which the waters are deeper than the cliffs are high. Where the Smyth Channel enters the Strait of Magellan, at Cape Thamar, there is a vivid comment on the dangers of navigation in these waters: a ship's cemetery where a whole shore is lined with stranded hulls and tortured riggings.

There are only two small towns of any note on the island of Chiloé, though there are many fishing hamlets of wooden houses clustered round a church. The hillsides are a patchwork quilt of wheat fields and dark green plots of potatoes, which also grow wild on the island.

Inland are impenetrable forests.

Ancud, with a population of 13,981, is on the northern shore, some 8 hours' sail from Puerto Montt. It is an agricultural and timber centre.

Hotel:-Residencia Ancud.

Castro, a minor port on a deep-water inlet on the eastern side of Chiloé Island, is served by local steamers and coastal vessels from Puerto Montt. It is 55 miles by rail south of Ancud. Timber and potatoes and wheat are sold to the mainland, and there is some textile weaving. The town stands on a hill. Population: 22,227.

At about latitude 45°S, far inland at the head of a deep fjord into which the Río Aysén empties, is **Puerto Aysén**, the capital of Aysén Province. Its population is now 5,000. This is a new and slowly growing area of settlement. During the summer at least one boat a

week calls from Puerto Montt.

Chilean Patagonia:

 Province
 1940 census
 1952 census
 per cent. variation.

 Magallanes
 ...
 48,813
 55,136
 +13.0

The territory of Magallanes, which stretches north as far as Aysén Territory, contains 66,192 square miles, but it is only inhabited in

the south. The island of Tierra del Fuego alone has 48,000 square kilometres, 28,000 of which belong to Chile. The snowline on the mountains descends rapidly towards the south: at Tierra del Fuego it lies at about 2,300 feet in summer. Sleet and snow are common throughout the winter. At Punta Arenas, a comparatively sheltered place, the temperature of the warmest month averages 52.5°F., and of the coldest month, 35.8°. In Tierra del Fuego, the mean temperatures according to observations taken over a period of thirty years are: summer average, 51°F.; winter average, 36°F.

The summer months are December, January and February, when rains are frequent, although a spell of several weeks of dry weather is not uncommon during this season. For three months of the year snow covers the country, except those parts near the sea. The country is then more or less impassable, except on horseback,

owing to snow and swollen torrents.

Strong, cold, piercing winds blow throughout the year and particularly during the spring, when they reach a velocity of 70 to 80 kilometres per hour. The dry winds parch the ground in an astonishing manner, but they prevent the growth of crops, which can only be cultivated in sheltered spots.

The Island of Tierra del Fuego has tracts of flat grass lands covering millions of acres. Forest country backed by mountains

rises to a height of over 8,000 feet.

The total pastoral area of Magallanes and Tierra del Fuego is reckoned at six million hectares. Some two millions are private property, but the State still retains 4 million hectares which are leased or rented; these can only be obtained at a public auction.

The most important industry in the area is the breeding of sheep: the flocks are estimated at 2.6 millions. Coal is mined to supply passing ships at Loreto, near Punta Arenas, and on Riesco Island. Oil has now been found in the region and is being actively exploited.

The British have always been interested in Chilean Patagonia, for at one time there was a large British colony there. But because of restrictions in the employment of foreigners, the British colony has been diminishing steadily of late. To-day, only a small portion of the developed land in the Province belongs to British subjects. Part of the senior staff in the industrial concerns and a small number of working shepherds are still British or of British descent. The majority of the large sheep farms have British managers, many being the sons of Scottish pioneers.

The only town of any importance is Punta Arenas, where 88 per cent. of the whole population of the Province live; Puerto Natales,

in Ultima Esperanza, has a population of about 6,000.

In Chilean Tierra del Fuego the only town is Porvenir, with a district population of 1,729, largely from Yugo-Slavia.

Punta Arenas, the most southerly city in Chile, and capital of the province of Magallanes, is in the Straits of Magellan at almost equal distance from the Pacific and Atlantic oceans, 1,690 sea miles from Valparaiso, and 1,295 from Buenos Aires. The city is laid out in squares, with 25 streets running north to south and 35 streets running east to west. The population is about 48,000. Most of the smaller and older buildings are made of wood, but during recent years the town has expanded rapidly, and practically all new building

is of brick or concrete. All the main roads are paved and the country

roads are of gravel.

Punta Arenas is the centre of the sheep framing industry in that part of the world and exports wool, skins, and frozen meat. It is also the port of call for most foreign vessels passing from one ocean to the other, and the home port of the small coasting vessels trading between the southern Chilean ports. Coal has been found in many parts of the territory and a considerable number of small mines are working. The oilfields of Tierra del Fuego are now in production and the products exported regularly. Good motor roads connect the city with (150 miles) Puerto Natales in Ultima Esperanza and the town of Rio Gallegos in the Argentine Republic. There are air services to Rio Gallegos; Porvenir; Caleta Josefina and San Sebastian; Springhill, Manantiales and Bahia Felipe; and to Natales. There are no railways.

The summer sports are football, tennis, horse-racing, and there is a nine-hole golf course. In winter there is ice-skating and skiing. There is an excellent British Club. As a matter of especial interest to the tourist, there is an excellent museum in the Colegio Salecianos dealing with the Indians, animal and bird life of the region, and other interesting aspects of life in Patagonia and Tierra del Fuego.

Landing:—By motor-boat or tug. Passports are required by all passengers. Steamers:—To Valparaiso, by Cia. Chilena de Navigación Interoceanica and Flota Mercante del Estado; and Cia. Maritima de Punta Arenas.

To Buenos Aires, by the Cia. Chilena de Navigación Interoceanica and the Soc. Anon. Import and Export de la Patagonia, the agent for both.

Motor Service:—To Rio Gallegos and Puerto Natales three times a week.

Private cars can be hired.

Hotels:—Hotel Cosmos, Calle Errazuriz, Cable "Cosmos,"; Savoy, Calle Valdivia; France; Cervantes; Colon; Calle Roca. Cables: - West Coast of America Telegraph Co., Ltd., Calle Pedro Montt, 929.

All America Cables & Radio, Inc., Calle 21 de Mayo 1132.

Bank of London and South America; Banco de Punta Arenas; Caja de Ahorros. British Consulate: -Roca 858. The British Club is at the same address.

British Chamber of Commerce :- Casilla 21-D.

Excursions: Within easy reach of the following: Loreto Coal Mine; Skiing fields; Silver Fox Farms; Fuerto Bulnes (old time Chilean Fort reconstructed). The most interesting excursions are in the region of Ultima Esperanza, where the beauty of the scenery can compare with that of the Norwegian flords. There is fine fishing in the rivers of this region, and plenty of game. Ultima Esperanza can be reached by car, about seven hours' ride in the summer, or by boat in about 30 hours. The road distance is 156 miles. The fiords and glaciers of Tierra del Fuego (44 miles by schooner) are exceptionally beautiful.

There is a Touring Club at Punta Arenas, Casilla 127 (Corres-

pondence in any European language).

ECONOMY.

In terms of employment, Chile is predominantly an agricultural country. Agriculture employs 35 per cent. of the national labour force, industry 17 per cent., commerce 12 per cent., construction 5 per cent., and mining, which produces 80 per cent. of the exports. employs only 4 per cent.

Agriculture: Chile does not produce enough food and tobacco for herself and there are large imports of wheat, cattle and sheep, CHILE, 471

edible oils, milk products and tobacco. There are some agricultural and pastoral exports, but when to the above imports which Chile does herself produce are added imports of those agricultural products Chile cannot produce—sugar, cacao, bananas, tea, coffee, cotton and jute—the adverse balance becomes a strain on the national economy. Agricultural and pastoral products account for only 4.5 per cent. of the total exports; food alone accounts for 18 per cent. of the total imports by value.

Agriculture is practised only in that part of the national territory which lies between Coquimbo and Puerto Montt, with comparatively small extensions to Chiloé and Patagonia. Only about 60 per cent. even of this territory can be put to effective use. In this area there are 13 million acres of arable land, but only about 3½ million acres are actually cultivated. About 3,000,000 acres are irrigated, but much of the irrigated land is put to pastoral use. At the very least another 2,000,000 acres could be irrigated and cultivated. If this were done, and the rest of the agrarian system modernised, Chile would be able to improve vastly the standard of living of that half of her population now suffering from malnutrition. It has already been explained (in the introduction to this chapter) how the hacienda system is a drag on greater agricultural production. The Development Corporation is now introducting mechanisation and modern techniques into agriculture with some success.

Even in middle Chile, the best agricultural land in the country, **stockraising** is the most important industry: it carries about a million out of the country's total of 2,292,954 head of cattle: the rest are in Forest Chile. Of poor quality, too, are the 26.5 per cent. of the nation's total of 5,750,000 sheep in middle Chile, and the 20 per cent. in Forest Chile. But the 53.5 per cent. in Patagonia, by contrast, are of extremely high quality, and yield large quantities of wool, skins, tallow and frozen mutton for export to the rest of Chile or abroad. Some 60 per cent. of the 400,000 pigs in the country are in Forest Chile.

Exports abroad are as follows in m. tons :-

			1951.	1952.	1953.
Wool	 414	12.52	8,720	7,842	-
Sheepskins	 		1,372	839	-
Frozen mest	 	5.5	748	546	3,723

Cereals: The nine provinces of Forest Chile grow two-thirds of the wheat crop, and that means over half of the country's total production of cereals. Nearly all the oats, too, are grown in this area. Almost all the barley and maize—a fodder crop—are grown in Middle Chile.

Cereals are sown on 1,062,500 hectares; of this area 838,700 hectares are sown to wheat; the crop is over a million tons, but there are growing imports. Oats (117,000 hectares) and barley (67,000 hectares) are the other two main crops; the barley is mostly brewing barley. A small acreage is devoted to maize (52,000 hectares), rye, and canary seed, and rice is sown on 30,000 hectares in the flat lowlands of Talca and Linares and elsewhere.

Of the cereals oats, rice and barley alone are now exported, and that in comparatively small quantities.

		CHILE.			
Exports:	Metric	Tons.	1951.	-	1952.
Oats			19,074		32,070

But Chile's most valuable agricultural exports are the **legumes**, particularly beans and lentils. About 80 per cent. of the beans and lentils are grown in Middle Chile. About 80 per cent. again of the peas are grown in Forest Chile, and two of that area's southernmost provinces produce nearly half the potatoes. Onions, the only legume export which is not falling, are grown mostly in Middle Chile.

Exports, in metric tons:—

		1950.	1951.	1952.
Beans	 	41,852	16,312	30,370
Peas	 	3,544	1,310	1,773
Chick Peas	 	1,327	1,707	1,058
Lentils	 	3,612	7,367	16,628
Onions	 	20,291	13,431	15,628
Garlic	 	4,273	4,300	4,935

Total value, 1952: -50,592,000 pesos.

Grapes are grown in large part for the important wine industry. There is a small acreage of vines in Desert Chile, mostly around Huasco and Vallenar, but 70 per cent. of the grapes are grown in Middle Chile, mostly in Nuble Province (unirrigated) and in Talca Province, under irrigation. Good quality wines are produced in this area; half the country's total comes from Talca, Santiago and Linares. There are some vineyards too in northern Forest Chile, where irrigation is not necessary.

Wine is exported: 8.3 million litres, value 7,600,000 pesos in 1951; 3.7 million litres, value 4,100,000 pesos in 1952.

Fruit farming has been developed mostly in the region extending about 200 miles north and south of Valparaiso, and near Valdivia in the south. Fresh, dried, canned and preserved fruits are exported. Peaches, pears, plums, apricots, melons and water melons of delicate flavour are the typical produce of the central region. "Honey Dew" melons were introduced a few years ago. They are now exported in considerable quantities to the U.S.A., where they find a ready market, for they arrive during the northern winter. Apples are the most important crop in the south, where also soft fruits—strawberries, raspberries, loganberries and currants—flourish. Tropical fruits like the chirimoya and alligator pear are grown on a certain scale in the northern part. Chilean walnuts are produced, mostly in Aconcagua. Almonds, olives, cherries, oranges, lemons and damsons are all cultivated.

Dried fruits of excellent quality are prepared in the Coquimbo and Santiago districts. Chilean production of dried and stoned peaches, raisins, prunes, apricots, pears and apples, cherries, and figs is some 4,000 m. tons. About half is exported.

EXPORT OF FRIIIT

		EXPORT C	F FRUIT.		
		1949.	1950.	1951. etric tons).	1952.
Fresh peaches		621	929	399	398
Apples	+ 5	6,942	7,776	7,031	9,395
Melons		1,488	2,293	2,119	3,304
Dried Peaches		38	53	33	2
Walnuts		1,219	1,689	1,500	423
Pears		117	750	221	688
Prunes, dried		2,609	2,457	2,139	1,174

Two crops grown only in Middle Chile are **tobacco** and **hemp.** Aconcagua Province grows half of both crops. Talca supplies most of the rest of the tobacco, and Valparaiso the rest of the hemp. Tobacco production is not quite enough for the country's needs. Hemp acreage has been growing, and there are exports of hemp fibre. The Development Corporation is stimulating the growth of flax in Forest Chile.

Sunflowers, too, are grown only in Middle Chile. The crop is used for processing edible oils, but is very far from satisfying the local needs.

Timber: Chile has done little to exploit the vast forests of the Archipelago. Her hardwood forests cover 40 million acres, but most of the forest land has not yet been scientifically assessed. Two-thirds of all production is in the Provinces of Valdivia and Cautin, in Forest Chile, where the forests are most valuable and accessible. There are said to be 600 saw mills. Production was 227.2 million board feet in 1951-52. Chile has ceased to import timber, and now there are some exports of beach, pine and laurel to a total value of 41.5 million pesos in 1951 and 36.1 million pesos in 1952.

About 850 m. tons of quillay (soap bark) is exported annually.

Fisheries: Fish of excellent quality and of over 200 varieties abound within 30 miles of the long sea coast. The species include haddock, whiting, herring, sole, conger and fish unknown to northern waters, as well as sardines, anchovies, oysters and lobsters. Most of the excellent oysters come from the Bay of Ancud and the Gulf of Quetalmahue.

The total catch of edible shellfish alone is over 80,000 m. tons. A large canning industry—there are 23 canneries—has supplanted imports of fish food and even made small exports possible. As the

consumption of meat falls, the consumption of fish rises.

The main Chilean **whaling** centre is now at Quintay, an hour's run by car south of Valparaiso.

MINERALS.

The importance of her mineral wealth to Chile can be gauged from the fact that in 1952 minerals accounted for not less than 79.6 per cent. of the total exports by value. Copper accounted for 44.4 per cent. and nitrate and iodine for 19 per cent. But it must be remembered that this is deceptive in terms of available foreign currency, for there are large foreign investments in both copper and nitrate, and the proceeds from the sale of the exports do not return in full to the country.

The nitrate of sodium deposits in Desert Chile are no longer the prolific source of wealth they used to be, for synthetic nitrates have now largely displaced the natural salts. The Guggenheim process, which has made possible the economical working of low percentage bearing rock, prevents the industry from collapsing. Production is now concentrated at the María Elena and the Pedro de Valdivia oficinas near Tocopilla and Antofagasta, and at smaller ones in Tarapacá province which still use the old Shanks process of treatment. Most of the world's iodine, a by-product of the industry, comes from Chile.

Export of nitrate: 1951-1,597,757 m. tons, value 328,800,000 pesos; 1952-1,320,600 m. tons, value 279,700,000 pesos. Export of iodine: 1951—1,059 m. tons, value 14,900,000 pesos; 1952—494.6

m. tons, value 7,619,000 pesos.

Chile has other non-metallic minerals which are being exploited to some extent: kaolin, limestone, quartz, barium sulphate, gypsum and guano. About a million tons of limestone and over 70,000 m. tons of gypsum are produced.

Copper has been worked in the mountains of northern Chile for three generations. Copper to-day brings Chile over half of the foreign exchange she receives. Ninety per cent. of the mining is in the hands of American companies. Sixty per cent. of this figure is produced by the two subsidiaries of the Anaconda Copper Company at Chuquicamata, inland from Tocopilla, and Potrerillos, inland from Chañaral; and 40 per cent. by the Kennecott Copper Company subsidiary known as the Braden Copper Company at El Teniente, south-east from Santiago. The first named mine produces electrolytic, the second blister, and the last refined copper. In Chile, as in Bolivia and Peru, a small proportion of gold and silver is found in association with the ore.

Costs of production are steadily rising. Prices slumped in mid-1952, and there was a crisis in the industry, for Chile had large stocks of unsold copper. Production was 383,283 m. tons in 1952.

Export of copper bars: 1951-308.800 m. tons, value 811.4 million pesos; 1952-352,900 m. tons, value 1,235.9 million pesos.

Copper ores, concentrates, etc.: 1951—19,607 m. tons; 1952—21,452 m. tons,

value 26.4 million pesos.

Crude copper sulphate production is 1,000 m. tons. quarters of it is exported.

Molybdenum concentrates are recovered from copper refining by differential flotation at the El Teniente copper mine. Some 400 tons of this precious metal are produced each year in this way.

Steel Plant: The Cía de Acero del Pacifico operates a great new steel plant at Huachipato, a mile from Talcahuano, near Concepción, and manages an old high-cost iron foundry at Corral, near Valdivia. This steel industry has been made possible by the availability of coal, iron ore, limestone, manganese and power. Chile's main coal field is close to the plant, at Lota, Coronel, Lebu, Penco, Curanilahue and Collico, immediately south of Concepción: coal is brought in by a short railway or by sea. The iron ore and manganese are more distant, and have to be brought in by sea from the north. The main manganese and iron deposits are found in Coquimbo province, the iron at El Tofo, just north of Coquimbo. The iron deposits are rented on a royalty basis to the American Bethlehem Steel Company, which has built the port of Cruz Grande for their export and transport south to Huachipato. Another field is now being opened at El Romeral, near El Tofo, and a port is being built for it at Guavacan.

The ore is very pure (60 per cent. average content) and free from sulphur and phosphorus. There are also megnetite deposits (19 per cent. to 48 per cent. iron content) at Potrero de Punucapa near Corral: these are the ones used for the steel plant at Corral.

Power for the Huachipato plant comes from the near-by hydro-

electric power station of Central Abanico; fresh water is piped from the Bio-Bio.

The Cía de Acero del Pacifico gives the following figures of production :--

					Metric Tons.	
~ .					1951.	1952.
Coke				4.41	 249,152	265,612
Furnace iron					 220,202	247,558
Steel ingots			11.		 178,318	242,591
Bars, structural	shape	s and	piping	strips	 74,713	102,737
Sheets and ting	olate				 51,590	69,980
Steel tubes				100	 3,801	7,619

The plant was only started in August, 1950, but 61,588 tons of pig iron and 25,480 tons of rolled products were exported in 1951. In 1952 the metallurgical industry was the third most important exporter, providing 7.3 per cent. of the total, by value.

Iron production was 1,392,528 m. tons in 1952, when 1,827,495

m. tons of iron ore, value 39.4 million pesos were exported.

The total output of coal was 2,416,894 m. tons in 1952. Chile exports some coal but imports more. The reserves are not great: enough for half a century at the present rate of extraction. Coal in the Concepción area is sub-bituminous and the seams irregular. The coal mined on Riesco Island and near Punta Arenas is lignitic; coal distillation would make these fields important.

There are very large reserves of manganese with an average ore content of 46 per cent. Almost the whole production now comes from the province of Coquimbo. Export of the ore was 34,200 m.

tons, value 6.8 million pesos, in 1952.

The depreciation in the value of the currency has given a great impetus to the gold mining and washing industry, which had previously been gradually declining. Gold production was 5,475,000 grammes of fine gold in 1952 (3,576,000 from mines and placers, 753,000 from concentrates and precipitates, and 1,146,000 from copper bars).

Silver mining in Chile, one of the great silver producers of the last century, has dwindled to almost nothing; it is now being mined only near Taltal, in Antofagasta. Most of the silver production is now represented by the silver content of the copper bars exported

from Potrerillos. Production was 38,766 kilos in 1952.

About 10,350 tons of lead is produced as a by-product of the mining of gold and silver. High grade deposits of lead and zinc have been discovered in Aysén province, but their extent is not

known. Zinc production is 2,900 tons.

Sulphur of high grade is worked at Coquimbo, Atacama, Antofagasta, and Arica, and is exported to the neighbouring Republics. The northern deposits are the more important, and seven of the principal properties in Tarapacá and Antofagasta provinces are credited with an aggregate reserve of 51 million tons. Sulphur refineries have been set up at Ollagüe and Arica. Export of sulphur (rock and sublimated) was valued at 26 million pesos in 1952.

Petroleum has been found and is being exploited in northeastern Tierra del Fuego, towards the Atlantic end of the Strait of Magallanes. The producing wells are at Cerro Manantiales and to the south of it. A pipe-line runs west to the shipping port of Caleta

476 - CHILE.

Clarencia, 46 miles away. Some of the wells yield gas, some are oil producers. In 1952 total production was 909,770 barrels, and 830,000 barrels were exported to Uruguay.

INDUSTRIAL DEVELOPMENT.

Chile had begun her industrial programme before the first World War. It was greatly accelerated by that war, the depression of the thirties, the formation of the Development Corporation in 1939, and the second World War. Since 1938 there has been an increase of 215 per cent. in industrial production. Much of this can be put to the credit of the Development Corporation, which has invested the considerable funds allotted it by the Government and loans made to it by the Export-Import Bank of Washington in increasing hydroelectric supplies, in creating petroleum and steel industries, and in stimulating a number of industries, transport, and agriculture.

Industries are located where the population is greatest. About 54 per cent. of all manufacture is at Santiago, 20 per cent. at Valparaiso, and most of the rest at Concepción and Valdivia. As a general rule those industries which use imported raw material are at the tidewater, mostly at Valparaiso. Nearly all the production is consumed internally, though metal manufactures stood third in the

list of exports in 1952.

The largest group is the food, beverage and tobacco processing industries: the tinning of fruits and fish, dried fruits and vegetables, biscuits, wheat products, frozen mutton, wines, etc., all based on home production; the sugar refining, chocolate and edible oil industries depend (for the most part) on imports. Some of the end

products are exported.

The textile industry is important. Cotton textiles head the list, but are dependent, like the jute and sisal industries, on imports. The wool industry, though resting for the most part on Chilean wool, imports special types (Chile has large exports of wool). There are two viscose-cellulose factories to supply the rayon industry, which has grown rapidly since 1941. The hemp and linen industries depend on home produced hemp and flax. For the whole industry, perhaps half the fibres are imported.

The metal and metal products industry has been given a great fillip by the new steel mills at Huachipato and will no doubt soon cease to be dependent on imports: it is now quite a large exporter. The steel industry has also added the by-products of coking to the range of chemicals already produced: acids, alcohol, turpentines, fertilizers, explosives (exported), paints, soaps, and pharmaceutical

and toilet articles.

The industries based on home produced leather from native hides and skins and imported rubber are the next most important. There has been a great increase in cement production—it is now 560,000 m. tons annually—but it is not yet meeting demand. There is a large supply of wood pulp and paper and cardboard from Chilean lumber by 13 mills.

Altogether there are 5,585 manufacturing establishments in the country, employing 204,856 men and 91,344 women. The individual establishments are on the whole small, but there is a growing

tendency to amalgamate.

Power: Further industrialisation is dependent upon making available more and more of the 6 million kilowatt hydro-electric potential in the country; this lies mostly, or can most easily be developed, in the all-the-year round flow of the Andean streams in Middle Chile or the lakes of Forest Chile: not much is available in Desert Chile, which has to depend on imported petroleum and diesel oils. Only about 6 per cent. of the potential water energy is as yet available, but the Development Corporation has a number of schemes in hand for increasing it. There are 198 companies in Chile distributing among 238 cities. Over 1,681 million kwh's were produced in 1951.

NATIONAL TRADE.

The largest exports are of copper bars, nitrate of soda and iodine, metal manufactures, wool, cereals, vegetables and fruit. Agricultural products, machinery, tools and electrical equipment, and the industrial oils, paints and chemical groups head the list of imports, followed by transport materials; iron, steel, other manufactured metals; petroleum and diesel oils; textiles, including varns; raw cotton.

Chile imports and exports certain groups. Petroleum, for example, is exported from Tierra del Fuego to Uruguay and imported further north. And the same applies to wool.

Year.			Exports. Pesos.	Imports. Pesos.
1950	 		1,374,700,000	1,200,500,000
1951	 	4.4	1,802,600,000	1,594,600,000
1952	 		2,206,400,000	1,795,100,000

Pesos—6d. The whole of the proceeds of the two main exports, copper and nitrate of soda, do not become available to pay for imports; the above figures do not therefore give a true picture of Chile's balance of trade.

The U.S.A. supplied 51.6 per cent. of the imports and took 57.2 per cent. of the

exports in 1952. In trade with Europe, the United Kingdom came first, and

Germany second.

' NATIONAL DEBT.

At December 31, 1952:— External Debt

£19,112,464; U.S.\$109,858,500; and 86,496,200 Swiss francs. 5.390 million pesos.

Internal Debt

INFORMATION FOR VISITORS.

How to reach Chile:

FROM EUROPE: By SEA: By Pacific Steam Navigation Company's mail steamers from Liverpool to Valparaiso direct via the Panamá Canal. (Occasionally a steamer goes through the Straits of Magellan). The voyage takes from 26 to 32 days, according to the steamer.

By Conference Line to New York, then by Grace Line mail

steamers to Chilean ports via the Panamá Canal.

By SEA, RAIL, AND AIR: By Royal Mail Lines, Ltd., or Blue Star to Buenos Aires, and thence to Santiago or Valparaiso by air or by rail over the Andes.

By Cunard White Star Line to New York, then by Pan-American Airways and Panagra direct to Santiago. Time taken: 11 to 16 days

according to connection at New York.

By AIR: British Overseas Airways Corporation, K.L.M., and the Scandinavian Airlines System all fly from Europe to Chile via Rio de Janeiro, Montevideo and Buenos Aires.

FROM THE U.S.A.: By SEA: By Grace Line or the Chilean Lines

from New York via the Panamá Canal. Time taken: 18 days.

By AIR: Pan American Airways connect with Panagra planes at

Balboa (Canal Zone) on the route south to Santiago.

FROM NEIGHBOURING COUNTRIES: There are railways from La Paz (Bolivia) to Antofagasta, and to Arica. There are two railways from Argentina: the Transandine from Buenos Aires to Santiago and Valparaiso, and from Salta to Antofagasta. Various air-lines have services to Santiago from Montevideo and Buenos Aires, La Paz, Asunción (Paraguay), Rio de Janeiro and São Paulo, in Brazil, and from Lima, Peru.

Information on the spot: The tourist agents are listed under the main towns and tourist resorts. The Chilean State Railways issue each year an illustrated "Guia del Veraneante," a useful guide with good maps. Several cities run their own Information Bureaus.

Internal Air Services: The Chilean National Airline, (LAN), besides running internal services, flies to Buenos Aires by reciprocal agreement with Aerolineas Argentinas, which flies to Santiago.

The services of LAN are as follows from Santiago:—

Mondays, Wednesdays and Fridays to Vallenar, Copiapo, Chañaral, Taltal, Antofagasta, Tocopilla, Iquique and Arica. Tuesdays, Thursdays and Saturdays to Ovalle, Serena, Vallenar, Copiapo, Antofagasta, Tocopilla, Iquique and Arica.

Daily (except Sundays) to Antofagasta and Arica; to Serena and Copiapo; to Serena: to Ovalle and Serena.

Wednesdays (International) to Antofagasta and Arica, making connection with Faucett flights in Peru.

Mondays and Wednesdays to Buenos Aires and Montevideo.

Mondays and Wednesdays to Buenos Aires and Montevideo.

Tuesdays, Thursdays, Fridays and Saturdays to Buenos Aires.

Daily (except Sundays) to Concepción.

Mondays, Wednesdays and Fridays to Balmaceda and P. Arenas.

Regional Services from Punta Arenas; to C. Josefina and S. Sebastian (Thursdays); to B. Folipo, Springhill and Manantiales (Tuesdays and Fridays); to Porvenir (Daily); to Natales (Tuesdays, Thursdays and Saturdays); to Rio Gallegos (Mondays, Wednesdays and Fridays).

Cia. Nacional de Turismo Aereo Ltda. ("CINTA").

Head Office: "Hotel Carrera," Santiago.

This Line maintains service from Santiago to the South of Chila. Tempuso Pucon

This Line maintains service from Santiago to the South of Chile-Temuco, Pucon and Osorno on Tuesdays and Saturdays; also to the North of Chile-Vallenar and Calama. Rates are: -\$2,570 to Temuco; \$2,990 to Pucon; \$2,990 to Osorno; \$3,480 to Calama; plus 2 per cent. Tourist Tax; return fare, 5 per cent. rebate.

Seasons: Winter in Europe is summer in Chile. The best time for a visit is between October and April when fine weather is almost assured. The seasons are: Spring—September 21 to December 21; Summer—December 21 to March 21; Autumn—March 21 to June 21; Winter—June 21 to September 21.

Travel Papers: Valid passports, visaed by a Chilean Consular Officer, are necessary; passengers are required to call in person at the Consulate. Travellers must also have various medical certificates; the requirements may vary according to the route travelled: the shipping company or the travel agent will give up-to-date information on this. And unless the traveller goes direct by sea through the Panamá Canal, transit visas for the countries he goes through are also necessary.

Two types of visa are given: the Tourist Visa and the Commercial Visa. Under the Tourist Visa the tourist must not stay in Chile for more than 69 days, but he can leave without taking out a Chilean identity card. But he must apply for an exit visa (500 pesos) and a "salvo conducto" (safe conduct), 10 pesos. The Commercial Visa allows a stay of six months, but during the first 30 days an identity card (500 pesos) must be obtained; a British Consulate should first be approached. If the card is applied for after 30 days, the traveller is liable to a fine of 400 pesos. Holders of this visa too must apply for an exit visa and a "salvo conducto" before leaving, and present a certificate from the Chilean Income Tax authorities.

Neither visa can be extended except in very exceptional cases. Those who overstay their time on a Tourist Visa must comply, on leaving the country, with the formalities in force for the holders of

the Commercial Visa, and are liable to a fine of 400 pesos.

A visa is not required for a stay up to three months by U.S. tourists.

An extension of this period may be granted on application.

Duty upon Baggage: - Ship captains are bound, under Chilean law, to require from passengers a written declaration specifying all articles included in their luggage which are not covered by the definition "baggage" (equipaje) of the Chilean Customs Tariff, and which are consequently not entitled as such to duty-free admisson.

Clothing:—Warm sunny days and cool nights are usual during most of the year except in the south, where the climate resembles that of Scotland. Travellers should bring clothing as worn at home in spring and summer, including an overcoat. No tropical kit is required, but palmbeach or tropical worsted suits are useful in January and February, especially if any time is spent in the parched desert towns of Antofagasta, Iquique and others in the north, or inland in the mining districts. Warmer clothing is necessary at sundown. The Northern desert zone is rainless, but sea fogs are frequent. Punta Arenas in the extreme south is scourged by bitter winds. This free customs zone is prosperous and worth a visit, but is more accessible from Argentina.

Health: The water supply is usually good, but it is advisable to drink bottled water on trains and away from the larger centres. The hotels and restaurants are usually clean. Inoculation against typhoid

is a wise precaution.

Business Men and Commercial Travellers visiting Chile are strongly advised to read "Hints for Businessmen Visiting Chile," free on application to the Commercial Relations & Export Dept.,

Board of Trade, Horse Guards Avenue, London, S.W.r.

The hours of business are generally longer in Chile than in the United Kingdom, the average hours being 9 a.m. to 7 p.m. There is, however, a two hours' interval at luncheon time and most business houses and banks observe this from 12.30 p.m. to 2.30 p.m. In Government offices the interval is generally from noon to 2 p.m. For practical purposes it may be said, therefore, that business is suspended from noon until 2.30 p.m.

Taxis are plentiful but somewhat dear; some have meters. Those without should state their fare for the journey beforehand. There is no need to tip: local people never do unless some extra service, like

the carrying of luggage, is given.

The **metric** system is obligatory, all other measures being excluded by law. Local use is made of the Spanish quintal, which equals 46.09 kilos, or 101.443 lb.

Living Conditions and Cost:—There is an adequate, if seasonal supply of all the usual fruits and vegetables. Milk, in pasteurised, evaporated, or dried form is obtainable. Chilean tinned food is dear. Food prices are nearly four times what they were in 1940. All imported goods and drinks are dear. Chilean grown food lacks

calcium, but this can be corrected by taking calcium pills.

In 1953 furnished rooms with board were let in Santiago at from 5,000 to 9,000 pesos per month. An unfurnished flat cost from 3,500 to 15,000 pesos a month, according to position—the average was from 6,000 to 9,000 pesos. "Chalets" and bungalows ranged from 6,500 pesos for a single storey to 18,000 pesos a month for two storeys. Hotel charges for a room without meals were from 800 to 1,200 pesos a day. Both rents and hotel charges are somewhat less in the smaller cities.

There is electricity in all the large towns and most parts of the country. Gas for water heating and cooking is available at Antofagasta, Santiago, Valparaiso, and Concepción. Water rates are about 100 a month in winter, and 300 in summer. The monthly rental for a telephone is 400 pesos. Wood and coal are used widely for heating and cooking, but coke is most used for heating. The heating bill comes to about 1,000 pesos a month.

Import duties on furniture are prohibitive. Ready-made furniture can be bought in Chile at a high price. The visitor should take what clothes he needs for a stay, for local clothing is very dear and

often not of the best quality.

The average wages paid in Santiago to cooks run from 1,200 to 2,500 pesos a month, plus meals, room, uniforms, and a social security payment of 7 per cent. of the wage. The servant should contribute 2, and the employer 5 per cent., but in practice the employer pays it all. Maids get from 1,000 to 2,000 a month, plus security benefits. Gardeners, window cleaners and polishers are on a day basis. They get from 150 to 250 pesos a day, and generally meals as well. A Chilean servant cannot be discharged, except for serious delinquency, without 15 days' notice or payment in lieu. They get a fortnight's holiday with pay during the year. They are paid somewhat less in other cities.

The cost of living is still rising. Taking the index for March, 1928, as 100, the indices stood as follows in July, 1953: Food—2,248.1; rents—851; heating and light—1,541.5; clothing—3,106.7. The general index stood at 1,956.1. The cost of living rose by 56.1 per cent., between December, 1952 and December, 1953.

The unit of **currency** is the peso. Currency in circulation consists of paper issued by the Banco Central in notes of the value of 10,000, 5,000, 1,000, 500, 100, 50, 20, 10, and 5 pesos; copper, 20 centavos. The abbreviation m/c (moneda corriente) usually follows the amount.

The gold peso of sixpence gold exists only for statistical and Customs purposes. To convert gold pesos to sterling for statistical purposes, the factor of 19.55 gold pesos to the $\mathcal{L}_{\rm I}$ should be used. For Customs purposes, I gold peso equals 6.40 paper pesos.

Under the exchange control system imports are divided into four categories,

each with its separate exchange rate.

POSTS AND TELEGRAPHS.

Inland letters \$1.0 per 20 grammes; inland book post 80 centayos per 50 grammes; sample post (abroad) \$1.0 per 50 grammes. Chilean newspapers posted by their publishers—free.
Postage from U.K. to Chile, 4d. first ounce, 2½d. each ounce after. Air mail

Fostage from C.R. to Chile, 4d. first ounce, 2½d. each ounce after. Air man from the United Kingdom, see page 28.

The West Coast of America Telegraph Co., Ltd., has branches at all important ports and at Santiago. Communication is provided with all parts of the world; also by All America Cables & Radio, Inc., from stations at Antofagasta, Arica, Iquique, Los Andes, Santiago, Tocopilla and Valparaiso, and by Transradio Chilena, with offices at Santiago and Valparaiso.

Ordinary telegrams (Spanish), 3.00 pesos per word; urgent telegrams (Spanish), at triple rates. Telegrams in code or foreign

languages are charged double rates.

The telephones are in the hands of private companies, but the State runs the telegraphs. There are radio-telephone and radiotelegraph services to most parts of the world. A commercial radio

service operates between Santiago and Punta Arenas.

There is a chain of wireless stations at Arica, Antofagasta, Coquimbo, Valparaiso, Talcahuano, Punta Arenas, and Juan Fernandez. The numerous other subsidiary stations are in intermittent work. There are international radio stations at Quilicura and Cisterna, operated direct from the Transradio Company's Santiago office.

Broadcasting is carried on by numerous stations which accept advertising matter. The "Union de Recreo" station at Vina del

Mar (C.B. 84) gives a British hour on Wednesdays, 7-8 p.m.

THE PRESS.

SANTIAGO daily papers:—"La Nacion," "El Mercurio," "El Diario Ilustrado,"
"La Ultimas Noticias," "El Imparcial," The "Diario Oficial" is the official gazette.

VALPARAISO daily papers:—"El Mercurio," "La Union," "La Estrella," weekly: "The South Pacific Mail" (English language): monthly: "Caminos y Turismo" (official organ, Association de Automovilists).

PUBLIC HOLIDAYS.

Jan. 1: New Year's Day.
April 11: Good Friday.
April 12: Saturday of Easter Week.
May 1: Labour Day. Aug. 15: Assumption.
Sept. 18: National Holidays.
Sept. 19: Independence of American 12: (Sun.) Discovery of America Oct. May 21: Navy Day. May 22: Ascension Day. I: All Saints' Day.
8: The Immaculate Conception Nov. Dec. June 12: Corpus Christi. Dec. 25: Christmas Day. June 29 (Sun.): St. Peter and St. Paul.

Local Dishes: - The common denominator of all menus in Peru and Chile is cazuela de ave-a luscious concoction en casserole containing large pieces of chicken, whole potatoes, whole ears of corn, rice, onions, and green peppers. Other popular Chilean dishes are pancho villa, which is also a casserole dish composed of beans, corn, and poached eggs cooked in beef juice flavoured with garlic; empanadas de horno, which are turnovers with a filling made of raisins, stuffed olives, and meat and onions and peppers chopped up together; papas rellenas: mashed potato patties hollowed out and filled with chopped meat or cheese, and onions-dipped in beaten egg and fried.

Alligator pears, or paltas, are excellent, and play an important role in recipes. They are usually served in salads—one general favourite is alligator pear stuffed with shrimp served with mayonnaise dressing, or simply sprinkled with lemon juice. Another delicious

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483

salad is ensalada de bacalao, made of flakes of cold boiled codfish topped with a layer of raw onions, topped in turn with slices of cold boiled potatoes with a dressing of vinegar and oil, ringed around with slices of alligator pear. A highly favoured version of banana is platano en dulce-bananas sprinkled with cracked meal, cinnamon and powdered sugar placed in a pan greased with melted butter and baked slowly in the oven.

Drinks: Imported whisky and wines are very expensive. The local wines are quite good. The best ones (named Maipo, Aconcagua, Lontue and Cachapoel) are from the central areas. Itata and Cauquenes in the south produce good wines. The northern wines (Huasco and Elqui) contain more alcohol: the Huasco anejo is a sweet wine almost like sherry.

Red wine is vino tinto. The bottled wines are graded, in de-

creasing excellence, as gran vino, vino especial, and vino reservado.

Good gin is made in Chile: gin and tonic is a cheap, safe daytime drink. Pisco liqueur is also cheap, if somewhat dangerous. Champagne is cheap and good. Reasonably good brandy, anis or creme de menthe are all bottled in Chile.

Sports: The Chilean State Railways and the tourist agencies will give all the necessary information about sport. Skiing is popular, and there are numerous ski clubs. The season runs from mid-June to November. Horse racing is a popular sport and meetings are held every Sunday and on certain feast days at Viña del Mar and at Santiago throughout the year. Santiago and Valparaiso residents fish in the mountain resort of Río Blanco, and some of the world's best fishing is in the Lake District. A tourist's fishing license is valid for six months. Other popular sports are Association Football and basket ball. Viña del Mar has a cricket ground; on Saturdays there are polo matches at Santiago.

National Lottery: There are two lotteries: the Loteria de Concepción, every Saturday, and the Polla Chilena de la Beneficia every month. Prizes range from a million pesos on the former up to two millions from the latter.

British Representation in Chile: The British Embassy in Santiago is at Bandera 227 (3rd floor), over the Bank of London & South America. P.O. Box—Casilla 72D. Telephone, 61151. The Ambassador is Mr. F. C. N. Stirling. There is a consulate at the same address.

The Consulate General is at Calle Prat 872 (fifth floor), Valparaiso. There are Consular offices at Antofagasta, Iquique, Tocopilla, Concepción, Coquimbo, Osorno, Punta Arenas, and Valdivia.

Chilean Representation in Britain: The Chilean Embassy and the Chilean Consulate are at 3, Hamilton Place, London, W.I. The Ambassador is Don Enrique Balmaceda Toro.

There is a Chilean Consulate-General at Tower Building, Water

Street, Liverpool.



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COLOMBIA

Sea Route from Britain to Colombia: Royal Mail Lines, Ltd., vessels from London to Barranquilla and Cartagena; Pacific Steam Navigation Company's vessels to Buenaventura from Liverpool; Elders & Fyffes from Avonmouth to Kingston, Jamaica, and on by air to Barranquilla. The most convenient connection from the coast with Bogotá and intermediate towns is by air. There are daily air services from Barranquilla and Cartagena to Bogotá and other centres; and daily services from Calí, which can be reached from Buenaventura by rail or road.

Air Routes: The quickest way from the United Kingdom is by air, taking the B.O.A.C. planes from London to Jamaica, from which there are daily connections with all the main towns of Colombia. Another route from England is by one of the daily B.O.A.C. planes to New York, and thence by air (Pan-American World Airways or Avianca), or by sea (Grace Line to Barranquilla, 10 days, and Cartagena 4 days; West Coast Line via Panamá Canal to Buenaventura, 10 days).

Colombia has ports both upon the Atlantic and Pacific coasts but is more usually visited from the north coast through Cartagena

or Barranquilla.

Cartagena, the "Ciudad Heróica" of the War of Independence, is one of the most interesting towns in South America. The entrance to the harbour up the narrow, winding channel is a memorable sight. The forts that gave way before the furious onslaught of Drake are so little changed that the visitor easily imagines himself back with the pirates and buccaneers of the Spanish Main. The town was founded by Pedro de Heredia in 1533, and stands on a sandy peninsula at the foot of a hill. The white houses of the city seem to rise out of the sea, like the tourist palaces of Venice. Nature has protected it by reefs and the notorious Salmedina sandbanks.

COLOMBIA

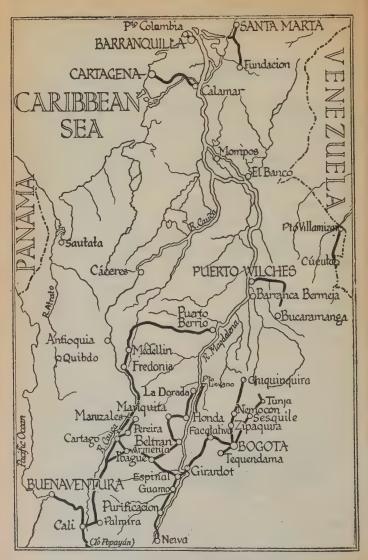
A General Survey

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RAILWAYS IN COLOMBIA.

The houses, generally well and solidly built, have balconies. The lower windows are barred in Spanish fashion, and all have their cool-looking patios. The population is 125,587. It is two and a half

hours by car, and 30 minutes by air, from Barranquilla.

The harbour was once gained by two bocas or mouths, the Boca Grande (the Big Mouth), near the town, and the Boca Chica (or Narrow Mouth), some miles farther south. After an attack by Admiral Vernon in 1741 the Spaniards closed the Boca Grande by building an undersea wall, one of the world's marvels. Round this the silting sand has effectively blocked the entrance. Chica alone is open.

Entering the harbour by this narrow strait, Fort San José is on the right, and on the left the derelict Fort San Fernando on Tierra

Bomba Island.

Between Calamar, a port on the Magdalena, and Cartagena an arm of the river is now canalised to allow of the free passage of steamers from up-river ports. A pipeline brings oil from Barranca Bermeia to the docks. Petroleum is shipped from Mamonal, in Cartagena Bay, and from Covenas, 60 miles to the south. Cartagena is the distributing point for this area, and several large importers have their offices and warehouses there.

Docking Facilities: - There are modern wharves for traffic. The docks can

receive six ocean steamers and twelve river boats at the same time.

Hotels:—Americana, Hotel del Caribe, Virrey, and Plaza Bolívar. Bank:—The Royal Bank of Canada.

Industries: - Footwear, chemicals, toilet preparations, fats, textile knitting and weaving.

Excursions:—By motor car to Manga, Pie de la Popa, Espina and Cabrero.
The following drive can be recommended: To the fortress of San Félipe, and the foot of La Popa Hill, across the bridge to Manga Island, over the Roman Bridge, through Calle Aguada and Calle Larga, and to the market and Independence Square. A visit to the Muralla de las Bovedas, the wall beyond the city, reveals the elaborate nature of the old fortifications. A new motor road makes a visit to the summit of La Popa possible.

At Turbaco (15 miles by road) are a score of miniature volcanoes, each 35 feet oh, made of brownish mud, and with a crater on top. There are constant dehigh, made of brownish mud, and with a crater on top.

tonations, two a minute, from these geological curiosities.

Buildings of Inferest:—Palace of Inquisition; Cathedral; San Pedro Claver; Church; Santo Domingo Church; San Félipe de Barajas Fort; La Popa Castle. The Tombs; Archbishop's and Government Palaces; Club de Pesca.

Departure:—For Barranquilla can be made by air, or by road (3 hours).

All America Cables and Radio, Inc., Plaza de Rafael Nunez 14. Branch

Office: Hotel Caribe.

Barranquilla, a busy city of 278,000 inhabitants on the left of the Magdalena River, is II miles from the river mouth. It is the chief port of Colombia. It is the principal clearing point for the Magdalena Valley, and through it passes half the foreign commerce of the country. During 4 months the trade winds moderate an otherwise torrid climate. There is a handsome Cathedral, and in front of it a small statue of Simon Bolivar. The market and the wharves are interesting. Barranquilla is connected by road with Puerto Colombia (12 miles), and there is a road to Cartagena, 80 miles (24 hours).

The mouth of the Magdalena River has been deepened, and Barranquilla is now a seaport as well as a river port. Puerto Colombia

is no longer in service as an ocean port.

Main industries: Textile mills, perfumes, soaps, beer, gaseous drinks, ice, oils and greases, hats, shoes, flour mills, vegetable lard, saw mills, dry docks and shipyards for river craft, paints, pharmaceutical products.

Cartagena can be reached by air or road.

The journey by boat and train from Barranquilla to Bogota takes four to seven days and costs 60 pesos. The air mail passenger-carrying service is by fast planes to all important centres in Colombia.

Fares :-- Autobuses within the town, 10 cents a journey. Public motor-cars

\$1.00 a run within the city, \$3.00 per hour.

Roads:—To Puerto Colombia. To Palmar de Varela, 16 miles. To Sabanalarga, via Baranoa, 34 miles. From Baranoa a branch road runs to Usiacuri, wellknown for its healing waters and as the resting place of the most popular Colombian poet, Julio Flórez.

Hotels:-Hotel del Prado. Cables: "Prado Hotel" (see advertisement on

pages 384/385); Astoria, (\$16.00 single, \$30.00 double); Luxor; Royal.

Restaurants:—Chop Suey; Metropole, Restaurante San Blas, Deportivo.

River Steamers:—Three or four times weekly up the Magdalena River; express steamers twice a week to Puerto Salgar and La Dorada (560 miles).

British Consulate :- Paseo Bolivar.

U.S.A. Consulate :- Paseo Bolivar.

Banks:—The Royal Bank of Canada; Bank of London and South America; National City Bank of New York.

All America Cables and Radio, Inc., Calle Real 26. Branch office: Hotel

Clubs: -- Country (golf and tennis); Barranquilla.

Buenaventura, the major port on the Pacific coast of Colombia and one of the busiest ports on the West Coast stands on the island of Cascajal in Buenaventura Bay. It is 348 miles from Panamá by sea, and 440 miles from Bogotá. The main exports are coffee, gold, platinum, sugar and hides, and in seasons of drought on the river Magdalena the port becomes an alternative to Barranquilla and Cartagena. It is the terminus of the Pacific Railway System and there is a road to Cali (90 miles). There is a road all the way to Bogotá (440 miles). Population 50,000. Mean temperature 82° F. There is rain nearly every day (average annual rainfall about 350 inches) and the climate is not too healthy. Port improvements are in progress and the road to Cali is to be paved in certain sectors. The P.S.N. Co., have frequent services to Ecuador, Peru and Chile, and the Chilean, Dutch, French, Flota Mercante Grancolombiana, Grace, Gulf South America, Johnson, Knutsen, Italian, West Coast (Danish) Lines and standard Oil Tankers call frequently.

Hotels:—Estacion (swimming pool), and Grand. Cables:—All America Cables Inc., Edificio Dixie, Parque Bolivar.

Wireless :- Marconi Co. American Consular Agency :- Grace Building.

Rail:—To Cali 109 miles, south via Cali to Popayan; north via Cali to Armenia, Cartago, Manizales and Medellín. There is no through line to Bogotá. Passengers must go by road from Armenia across the Quindio to Ibague, whence there is a railway line to the capital.

Bogotá, capital of the Republic, stands on a plateau 8,660 feet above sea-level, with high mountains surrounding it. It lies on sloping land, and is nearly 4 miles long and 3 miles wide. The climate is cool; average temperature, 57° Fahr. The rains are heavy. Although transport to the coast is difficult the city is commercially important and serves as a distributing point to the great tableland. The population is 700,000. The city was founded in 1538, and is a spirited centre of intellect and culture. The Plaza Bolívar with its statue of the great Liberator forms the centre. The Presidential residence, parks, Congress buildings, Cathedral, University, the National Library, and the new Postal and Telegraph Building are interesting. There are glimpses of Indian life and costume in the public market. For the most part the houses are low, with eaves projecting over the streets, but Bogotá is a city of contrasts. Colonial buildings stand side by side with the most modern architecture, for many attractive office and apartment buildings have been put up in the city. Smartly dressed women mingle on the pavements with simple country folk.

The beautiful chapel of El Sagrario, the Museum of Colonial Art, and San Carlos Palace are the most notable of the many Colonial buildings. The University has a capacity for 4,600 students, and

lodging facilities for 220.

Bogotá has a bull-ring. The bull fighting is on Sunday during the season. There is a football stadium which can hold 50,000 spectators. Bogotá has 54 cinemas.

The road between Armenia and Ibagué has reduced the journey

from Buenaventura to Bogotá from 9 to 2 days.

From Bogotá many interesting excursions can be made, varying in length from a few hours to as many days. The easiest and shortest is to the summit of Monserrate, the highest of the two peaks rising sharply to the east. The very new church is a popular shrine —the old one was destroyed by earthquake in 1917. It is reached by a funicular railway. The ascent requires some nerve, for the grade is 75 degrees. At the top near the church, is a platform giving a bird's-eye view of the red roofed city and the plains beyond stretching to the mountains in the west. Behind the church are picnic grounds much frequented on Sundays by the populace.

Near the foot of Monserrate is the Quinta de Bolívar. Mementos

of the Liberator are preserved in the house and garden.

The Falls of Tequendama (460 feet), well worth seeing, are 20 miles from the city. They are reached by rail or road. Sunday is the best day for a visit. There is a hotel here, built in the Chibcha Indian style. The interesting salt mines at Zipaquirá can be visited on the way to Nemocon, 30 miles from Bogotá. The immense black galleries of salt in the mines, gleaming under the electric light, are most impressive. An underground Cathedral, the second in the world, is now being built. One can reach it by car and drive through the salt mines by a subterranean highway.

Another astonishing natural phenomenon is the Bridge of Icononzo, three immense fallen rocks which support each other and form a perfect arch over a deep abyss. It is 65 miles from Bogotá, and is reached by motor-car to Pandi and horse-back for another 5 miles.

Hotels: -Tequendama (see advertisement on pages 384/385); Continental; Granada; Astor; Claridge; Residencias, Santa Fe; Mrs. Gaul's boarding house,

Carrera 16, by Calle 23; Miss Rose's boarding house.

Restaurants:—Temels Granada Grill, Embajador, Grill Colombia, Casa
Marina, Grill Europa, Gran Vatel, Miramar, Taberna Suiza, Cubano, Normande,

Metropolitan. Clubs:—Gun Club, Jockey Club, Anglo-American Club, Country Club (golf, polo, swimming), Magdalena Sports Club (tennis); San Andres Golf Club; Club de Los Lagartos (social); Club Gran Colombia (tennis); America Sports Club;

Industries: - Wool and cotton weaving and spinning, cement and brick making,

leather, beer ,matches, shoes, glassware, and tyres.

Rail:-To Facatativa, Girardot, Ibagué, Ambalema and La Dorada; to Tunja (112 miles north) and Sogamoso; to Chiquinquirá (96 miles north); to San Miguel

(25 miles south-west); to Puerto Salgar.
Roads:—To Villeta; to Cambao, on the Magdalena; to Girardot via the attractive town of Fusagasuga and through splendid scenery; to Cúcuta (and thence to Caracas, Venezuela); to Villavicencio, on the eastern plains, a good centre for excursion into the Llanos; to Ibagué, Calí, Popayan, Pasto, Ipiales, Quito and Cajabamba (Ecuador). A road via Cucuta, Ocana, and Riohacha to Santa Marta

Gajanina (Fradato). It folds to be detailed to the constant of Florián). The Royal Bank of Canada; National City Bank of New York, and all Colombian banks.

All America Cables and Radio, Inc., Carrera 8, 14-17. Branch offices: Hotel

Granada and Hotel Continental.

ROUTE TO BOGOTA.

A. By Air.

There are several daily flights from Barranquilla to Bogotá. Time taken: 2.30 hours.

B. By River, Train and Road.

River travel has improved lately and is fairly cheap. It is now

possible to reach Bogotá from Barranguilla for about \$50.

Passengers disembark at the port terminal in Barranquilla, and go up river to Puerto Salgar. Time taken depends upon the class of steamer, but it is usually four days by express steamers, when there are no delays caused by drought. Several companies run steamers from Barranquilla and there are three or four dispatches a week.

Passengers disembarking at Cartagena can travel by the Cartagena (Colombia) Railway to Calamar, and proceed by river to Puerto Berrio, whence Bogotá can be reached by road via Barbosa, or road to Barbosa and then by railway; or by river boat to Puerto Salgar and on to Bogotá by Cundinamarca Railway. But this route is being used less and less: it is so much quicker and more comfortable to

go by air.

(1). A popular route from La Dorada to Bogotá is by the Cambao road. The passenger proceeds by road to Cambao, which is on the far side of the River Magdalena. He is taken by car from the station to the riverside, ferried across to Cambao, and then proceeds by road to Bogotá, a climb of several thousand feet over the mountains. The route is then over the plains. Bogotá is reached from La Dorada in 7 hours.

OTHER TOWNS.

Armenia, in the heart of the Quindio coffee district, has a population of 96,000. It is the terminus of the Pacific Railway from Buenaventura, and passengers transfer to motor-cars to cross over the Quindio Pass to Ibagué on the way to Bogotá. There is a road through the Cauca Valley, the granary of the Republic, to Cali. Mean temperature, 73°F. Altitude, 5,087 feet. Hotel :-- Atlantico.

Barranca Bermeja, by the Magdalena River, 15 miles above Puerto Wilches, is a centre for the production and refining of petroleum. A pipe-line conveys the oil to the docks at Cartagena. There is a motor road to Bucaramanga (100 miles). Hotel :- Pipaton.

Beltrán, the terminus of navigation on the Upper Magdalena, is connected by rail with Ibagué. From Beltrán passengers to the coast take the Dorada Railway for 70 miles, and from La Dorada take steamer for Barranguilla.

Bucaramanga, capital of the Department of Santander del Sur, stands in the centre of a rich coffee and tobacco growing district, 3,300 feet above the sea. It has cigar and cigarette factories and a population of 112,249. The mean temperature is 70° Fahr.; the rainfall is about 63 inches. Excellent Country Club.

The route from Barranquilla (460 miles), is up the Magdalena to Puerto Wilches, then by railway to Las Bocas; thence by motor road in half an hour. Bucaramanga is on the Simón Bolívar highway, part of which runs from Bogotá to Cúcuta. There are also good roads to the oil wells at Barranca Bermeja, and to Puerto Berrio.

Hotels: -Bucarica; Savoy; El Principe.

Buga, 75 miles north of Palmira and upon the Pacific Railway. an old Colonial city of 50,000 inhabitants, is important in the trade of the Cauca Valley as a centre for cattle and rice. Altitude, 3,280 feet. Mean temperature, 79°F.

Hotel :- Posso.

Calamar, on the Lower Magdalena, at the mouth of the canal from Cartagena (66 miles), is the terminus also of the railway from that port. The town is one of the most important in its district. Population, 21,000.

Cali, the chief commercial town in Western Colombia, is advantageously placed in the Cauca Valley 100 miles east of the port of Buenaventura, and 3,000 feet above sea-level. The mudejar tower of San Francisco Church is said to be unique in South America.

Sugar, coffee, cotton, and rice are all produced and livestock are bred in the area, one of the richest agricultural regions in the country. Coal is mined and there are soap, textile, rubber, tanneries, pharmaceuticals, potteries, cement, and paper industries. There is

a large number of importing firms here.

The capital of Valle Department, founded 1536, it is a centre both of culture and commerce, with 284,188 inhabitants. Pacifico Railway connects Cali westwards with Buenaventura, southwards with Popayán (99 miles), northwards with Cartago (108 miles), and thence by Caldas Railway with Manizales. Bogotá can be reached in a day by the motor road between Armenia and Ibagué. A road has been built from Calí to Buenaventura (opened 1946), and roads are open, south to Popayan and Ecuador, and north to Medellin. Mean temperature, 77°F. Good climate.

Hotels:—Aristi; Alferez Real; Colombus; Menendez.

Clubs:—Club Campestre; Club San Fernando; Club Colombia.

Restaurants:—Aristi Grill; Alferez Grill.

All America Cables and Radio, Inc., 1-6 Calle 12 (Esquina de Primera Carrera).

Branch office: Hotel Aristi.

Bank :- Bank of London and South America.

Cartago, upon the Pacific and Caldas Railway, 108 miles from Calí, stands on a tributary of the Cauca River. Cocoa, coffee, tobacco, and cattle are the produce of the district. The town has 30,000 population. There is a road and railway to Manizales. Hotels: - Mariscal Robledo; Patria.

Chiquinquirá (8,365 feet), in the Department of Boyaca. Population, 19,300. It stands on the west bank of Suarez River, 20 miles from Tunja, 90 miles from Bogotá. It is reached from Bogotá direct by motor road or by train. It is a large commercial centre and the headquarters of an important cattle country. The famous "Muzo" emerald mines are in the neighbourhood.

Hotels:—Europa, Escobar, Colon.

In the shops of Chiquinquirá are displayed the toys made by Indians, "pottery horses from Raquira, some painted in gay colours and others white and porous as they come from the kiln; tops and tectorums of tagua; orange-wood balls to catch on a stick; little boxes lined with rabbit fur; the most durable tambourines in the world; shining, brightly coloured gourds; diminutive nine-stringed guitars on which children try the first measures of the bambuco; accordion-like purses, slung over the shoulder by a strap, half a hand's width but with all the proper fittings and pockets, which delight the children; sets of miniature tagua dishes in which each dishe in the children; sets of miniature tagua dishes in which each dishe in the children is sets of miniature tagua dishes in which each dish is hardly a quarter of an inch high; sets of chessmen still more tiny, a miracle of skill; red and black wooden dishes and cups, like Russian toys, for doll's houses; little glass boxes in which the image of the Virgin disappears under coloured tin foliage like a humble reproduction of the icons cherished by the mujiks; small ivory angels with eyes popping out; rosaries of Job's tears; tiny crosses which, when held to the eye, show the image of the Virgin through an orifice; many scapularies; but, better than anything else, the little horses from Ráquira, in which Indian skill has embodied an ingenuous thought in clay."

Cienaga, in the Department of Magdalena, has a population of 69,900. It lies on the east shore of Ciénaga de Santa Marta, 22 miles from Santa Marta and 56 miles from Barranguilla. Railway from Santa Marta and steamer from Puerto Viejo. Products: Cotton, tobacco, bananas, cocoa. Steamer to Barranquilla.

Cucuta, capital of the Department of Santander Norte, 10 miles from the Venezuelan frontier, is among the most elegant of Colombian cities. Founded in 1734, and rebuilt after the earthquake of 1875, it is of considerable commercial importance, and has a custom house. The developing Catatumbo oil field is near. Population, 100,763. Altitude, 703 feet; average temperature, 81°F. Simón Bolívar highway leads to Bogotá (607 kilometres). The motor road from Cúcuta to Caracas (Venezuela) is completed and the journey takes about 4 days. The town may be reached by steamer up the Zulia River from Maracaibo (Venezuela) to Encontrados, thence by rail. Coffee grown in the region is exported through Maracaibo.

Hotels :-- Europa, Internacional.

El Banco, on the Magdalena River, 260 miles from Barranquilla. is a port of call for river steamers, and one point of departure by mule for Ocaña. The Cesar River from the Sierra Nevada joins the Magdalena near this point.

Air Services :- See under Air Section.

Facatativá, 80 miles from Girardot, and 25 from the capital, elevation 8,270 feet, is the connecting point of the Sabana and Girardot Railways. The line from Puerto Salgar to Facatativá is continued to Bogotá. Population, 15,900.

Girardot, on the Upper Magdalena in the Department of Cundinamarca, has a rail connection with Bogotá (172 kms., 5 hours' journey), Ibagué and Neiva. Population, 37,000; altitude, 1,000 feet; a heavy rainfall and warm climate. Coffee and hides are the principal products; large cattle fairs are held in early June and December. Roads are open southwards to Neiva, westwards to Ibagué (37 miles), and another to Bogotá (89 miles), through most attractive scenery. It is worth walking across the fine steel bridge at Girardot to see merchandise being loaded into the stern-wheeler river boats. Mean temperature 62°F.

Hotels: - San German, Gran, Cecil, Niza, Piscina, Girardot.

Honda, at the junction of the Magdalena and Guali Rivers, lies on the railway between La Dorada (20 miles), and Ibagué (100 miles). The Falls or Rapids near-by separate the Upper and Lower Magdalena. The town is an old Spanish settlement, surrounded by hills and with picturesque narrow streets. Population, 19,200. Mean temperature, 84°F. Road to Bogotá, 219 kms., and to La Dorada. Hotel:—America.

Ibague, capital of Tolima Department, and west of the Magdalena River, is an old-fashioned and picturesquely situated town of 100,269 inhabitants, 125 miles west of Bogotá. Altitude, 4,100 feet; mean temperature, 71°F. It is served by rail and road from Bogotá, via Girardot (38 miles). The gap through the Quindio Pass, 11,000 feet high, is at present traversed by motor transport. There is a road and railway to Ambalema and La Dorada.

Hotel :-- Lusitania.

La Dorada, on the Magdalena River, an important place in river transport, is 613 miles from Barranquilla, and 109 from Puerto Berrio by river. A railway, built to avoid the rapids, runs to Ambalema (70 miles) for Beltrán. There is also a road to Bogotá, 251 kms. Steamers from Barranquilla, which take about four days up-river, occupy three days on the down-river journey. International Petroleum has a small refinery here.

Magangue, on the Magdalena and Cauca River, is a port for the savannahs of Bolívar. Population, 40,800. Products: fruit, coffee, cheese and butter.

Manizales, capital of the Department of Caldas, is important in the coffee trade. It has an altitude of 7,064 feet, an especially equable climate, and a heavy rainfall (140 inches). The population is 128,889. The city is connected by direct train service in 12 hours with Buenaventura (285 miles), by the Caldas Railway to Cartago and thence by the Pacifico line. The passenger route from the Atlantic coast via La Dorada and Mariquita is continued from Mariquita by mule, but a road has been built from Honda, on the Magdalena River, across the Cordillera Central to Manizales.

Manizales is the terminus of a number of cable ways; one to the Magdalena river. There are fine churches and a magnificent State House. Agreeable trips can be made through the surrounding coffee plantations and especially to the summit of the Paramo del

Ruiz, a short distance away.

Hotels:—Escorial, Europa.

Medellin, capital of the Department of Antioquia, and the second city of the Republic, is reached via the Magdalena River and rail from Puerto Berrio (114 miles). The town has a population of 354,582; it stands at an altitude of 5,052 feet, and has a summer-like

climate. It is the chief industrial, mining, and coffee centre of the country, it has a large number of thriving factories. Asbestos deposits are being worked near Yaramal. There are Schools of Mines and Engineering, electric light and power, modern theatres, and golf, tennis, and football grounds. A big hydro-electric plant provides the city with ample electricity. It is the seat of the University of Antioquia. Rail to Calí and Buenaventura.

Medellin is famous for its orchids.

Industries: Silk, cotton, woollen fabrics, underwear, ready-made suits, plastic ware, chocolate, mineral waters, two breweries, cement, cigarettes and cigars, hats, crockery, glassware, bottles, matches, aluminium holloware, paints, zip fasteners, printing, corn mills, electric irons, pressure cookers, razor blades, thread, rayon, coffee sacks and hosiery.

Medellin is connected by motor road with Cali and Buenaventura, with Antioquia

Medellín is connected by motor road with Cali and Buenaventura, with Antioquia (85 km.), Sonson (130 km.), and Planetarica (380 km.), with eventual destination Cartagena. Rail connection southwards to Jerico near to the Cauca River (70 miles); roads to Marinilla and Rio Negro. The road from Medellín to the sea (Golfo de

Uraba) will be finished in 1953-54.

Hotels:—Nutibara, Europa, Continental. Clubs:—Union, Campestre, Medellin, and Profesionales. Anglo-Colombian and Colombo American Institutes.

All America Cables and Radio, Inc., Edificio Henry, Carrera de Bolívar.

Branch office: Hotel Nutibara.

Banks:—The Royal Bank of Canada; Bank of London and South America, Ltd.; National City Bank of New York, Banco Francés and Italiano para America del Sud, and various Colombian Banks.

Mompós, an old town in the Department of Bolívar, with a population of 19,656, is reached by river steamer from Cartagena or Barranquilla. Cattle farming and tobacco growing are the industries of its district. The Colegio de Pinillos is famous throughout the country as a seat of learning.

Neiva, capital of Huila Department, stands on the right shore of the Magdalena, 75 miles from Girardot and 217 miles from Bogotá. Population, 84,045. It is reached from Girardot by train or automobile. The chief products are cattle and coffee. Industries include Panamá hats. Mean temperature, 82°F.

An excursion by road can be made to San Agustin, the Valley of the Statues (140 miles), where "a veritable forest of statues, ruins and other antiquities" can be seen.

Hotels:—Imperial, Gran Hotel.

Ocaña, 3,820 feet above sea level, in the Department of Santander del Norte, has a population of 21,200. It is in a coffee and cacao district and is served from Barranquilla. The route from the Magdalena River is by highway from Gamarra.

Hotels :- Santander, Ocaña.

Palmira, in the Department of Valle, is reached by rail from Buenaventura (144 miles) via Calí. It stands on a plain, the Llanos de Malajana, 3,000 feet above sea level. Good tobacco is grown, also coffee, cacao, rice, sugar and grain. There is an experimental agricultural station. Population, 60,600.

Hotel :- Rio Nima.

Pamplona, department of Santander del Norte. Population, 24,600; altitude, 7,200 feet. It is 79 miles from Bucaramanga. 290 miles north-east of Bogotá. It is reached from Cúcuta by rail

or road, from Bucaramanga by mule trail, and from Encontrados (Venezuela), by rail. The principal products are dyewoods, resin, gums, coal, gold, coffee, cacao, and wheat. Industries include distilleries, breweries, and textile plants.

Hotel :- Pension Emilia.

Pasto, capital of the Department of Nariño, stands upon a high plateau (8,400 feet) in the extreme south-west of the country. The population (80,615) is partly Indian. There are gold mines in the neighbourhood. Close by is the extinct volcano, Galeras.

In travelling to Pasto, river steamers can be taken from Tumaco along the coast and up the Patía and Telembi Rivers as far as Barbacoas. The 60-mile road from Barbacoas is completed. A railway from Tumaco reaches El Diviso; thence by road to Tuquerres and on to Pasto. A road has been built to Ipiales, on the frontiers of Ecuador, another to Popayán, and another to Puerto Asís, on the Putumayo. There is an airport at Pasto.

Hotels: - Pacifico, Niza.

Pereira, in Caldas Department, 39 miles by rail from Manizales, 40 from Armenia, is a considerable centre of the coffee and livestock industries. There are motor roads to Calí (130 miles), Manizales, and Armenia. Population, 103,000; altitude, 4,840 feet.

Hotels :- Gran Hotel, Savoy.

Popayan, capital of the Department of Cauca, is in the heart of the Colombian Andes, 110 miles from Calí, on a tributary of the River Cauca, and 5,700 feet above sea level. Gold, silver, platinum and copper are found nearby: The population is 45,035. The town was founded in 1536. It stands at the foot of the Puracé Volcano, and is an academic and ecclesiastical centre. The city is laid out in regular squares, with buildings of two storeys, in rococo Andalusian style. There are beautiful old monasteries and cloisters of pure Spanish classic architecture, and many of the churches are well worth seeing. The carved pulpit of San Francisco and the jewelled monstrances of that church and of San Agustin are perfect in their way. The Holy Week processions are famous. Popayán is to Colombia what Weimar is to Germany, or Burgos to Spain. It was the home of the poet Guillermo Valencia, and has given seven presidents to the Republic.

The city can be reached via the Pacific Railway from Buenaventura (10 hours), or from Bogotá in 60 hours by the Girardot-Tolima and Pacific Railways. A road is open to Pasto. It takes from 10 to 12 hours to cover the distance, for many of the sections permit one-way traffic only. Road open to Calí and Bogotá.

Hotels :- Lindbergh, Europa.

Puerto Berrio, the river port, 500 miles from Barranquilla, serves the rich province of Antioquia and the town of Medellín. The port is reached alternatively by river steamers or hydroplane. Rail or plane is taken for Medellín. The locality is one of lagoons and swamps, but improvements are being made. The Carare Highway runs from Puerto Berrio to Bogotá, via Barbosa. A railway, 236 miles long, is now being built up river to La Dorada (to connect with the line to Bogotá), and down river to Puerto Wilches (connecting with the line to Bucaramanga), and to Capulco. Downstream from Capulco the Magdalena is navigable all the year round.

Hotels: - Magdalena, Ayacucho. Caribe.

Puerto Wilches, 390 miles from Barranquilla on the Magdalena River, is the terminus of a railway in course of construction to Bucaramanga. Population, 5,600.

Rio Hacha, a small town, but one of the oldest in the country, is the capital of the Padilla province. It stands on the Atlantic coast near the base of the Goajira peninsula, 100 miles east of Santa Marta. The roadstead is open and shallow, and landing is by canoe from the Santa Marta local steamers. There are pearl fisheries, and the place has close trading relations with Curaçao. Maguey fibre, vegetable ivory, dividivi and rubber are collected. The town has a custom house. Population, 10,000.

Santa Marta, capital of the Department of Magdalena, stands at the mouth of the Manzanares River. 120 miles from Cartagena, and 60 miles from Puerto Colombia. It serves a rich banana district, and is a centre for the operations of the United Fruit Company. It is connected by local steamer with Barranquilla and by rail with Ciénaga and Fundación. The deep bay gives safe anchorage, and steamers come alongside the wharf. The town has a history of 400 years, and close connections with Bolívar, whose home is open to inspection. Population, 51,081. Hot and trying climate. Average temperature, 86°F.

Hotels :- Park, International, Frances.

Tumaco, 180 miles from Buenaventura, is the second and most southerly Pacific port. The River Patía joins the sea 25 miles northward and steamers from the river bring down produce from Barbacoas and Southern Nariño. Tumaco stands upon an island, and ships anchor in face of the town. It is in steamship connection with Buenaventura and Panamá. The climate is unfavourable, with an average temperature of 81°Fahr. Tagua, cacao, tobacco and vegetables are shipped. Connection with the interior is made by rail to El Diviso, and thence by road to Pasto in the north or Ipiales in the south. Population, 35,324. Note: Almost totally destroyed by fire in 1947.

Tunja, the chief city of the Department of Boyacá, stands at an altitude of 9,337 feet. The climate is cold. Mean temperature, 55°F. It is one of the oldest cities in the New World and has some Spanish buildings of remarkable interest. The population is 27,281. There is a road from Tunja to Puerto Aquileo, opposite Puerto Berrio on the Magdalena River. Tunja is reached by road or railway from Bogotá in 5 hours.

Hotel: - España.

Zipaquira, with 12,200 population, centre of a rich cattle-farming district north of Bogotá, is connected with the capital by the Del Norte Railway and by road. Rock salt is mined on a large scale, but there is said to be enough for the whole world for a hundred years. The Government has erected a Caustic Soda plant. Road to Ubate.

PHYSICAL FEATURES.

Colombia, in the extreme north of the continent, with land frontiers abutting upon Panama, Venezuela, Brazil, Peru and Ecuador,

has an area estimated at 439,530 square miles. There are coast-lines of 1,000 miles upon the Caribbean Sea, and 812 miles on the Pacific.

The chief features of the Republic's topography are the three ranges of Cordilleras of the Andes, running roughly parallel north and south, and having a general elevation along the whole length of their crests of from 10,000 to 14,000 feet. Isolated from the coast, and from each other by these vast ranges, lie the chief markets of the Republic. Unfortunately for the development of the country the districts of greatest fertility and commercial importance are the most remote and difficult of access. The largest distributing centre of all, the city of Bogotá, the national capital, situated 8,600 feet above sea level, is 750 miles from the northern ports and 450 miles from Buenaventura. Freight communications with the former, the natural outlets, are conducted by railway as far as Puerto Salgar, and from there by the Lower Magdalena to Barranquilla. This journey involves one transhipment, and may occupy a week or more, depending upon the condition of a most unreliable and incalculable river.

The Antioquia market is somewhat less remote, particularly since the completion of the tunnel which joins the two sections of the Antioquia Railway, allowing goods to be hauled without transhipment from the Lower Magdalena river port of Puerto Berrio to Medellín, the centre of the market. There is now a direct rail communication with Calí, and so with Buenaventura, and a road links Medellín with the Departments of Caldas and Valle. Medellín imports can now be made via Buenaventura. The third market, including the districts of Calí, Manizales and Popayán, enjoys normal transport facilities by way of the Port of Buenaventura and the Pacific and Caldas Railways. The remaining markets, all of secondary importance, notably the Pasto, Bucaramanga and Pamplona markets, are still more remote and difficult of access, except by air.

A large proportion of cargo for Bogotá is now handled via Buenaventura. It is transported by rail to Armenia, from Armenia to Ibagué by road, and on by rail to Bogotá. Although more expensive

this route saves much time.

The main river is the Magdalena, over 1,000 miles long, navigable for 825, and fed by 500 tributaries. It rolls between the Eastern and Central Cordillera, and 200 miles from the sea is joined by the Cauca from the valley of the Western Cordillera. The Magdalena emerges from the valleys into the broad tropical plain of the northern coast.

Altogether, the rivers, which are the chief means of communication, can be navigated for about 2,500 miles. Many of the river courses are broken by falls, one of which, on a tributary of the Magdalena,

ranks with the great waterfalls of the world.

Tequendama Falls, upon the Bogotá or Funza River, are 20 miles from Bogotá and set in an amphitheatre of forest-clad hill sloping to the edge of a rock-walled gorge. Above the escarpment the river contracts to 20 yards or 30 yards in width; the sheer fall is 443 feet.

Every variety of climate is to be found, from the tropical conditions of the coast to the temperate and cold climate of the mountains.

Climate is entirely a matter of altitude.

The eastern and mountainous parts are the most populated, and here the climate is temperate or cold. The hot regions are the deep valleys of the Patía and Magdalena Rivers, the Pacific coast Intendencia of Chocó and the low lands southward to the frontier of Ecuador. There are no regular seasons common to the whole country. Summer is understood to be the dry season and winter the wet season, and as a rule these alternate about every three months, but in the northern and eastern portion the rains last as long as six months. In the Chocó district on the Pacific it rains in the afternoon and evening all the year round.

This estimate by the Contralcoria General de la Republica for July 5th, 1950, gives the population as 11,259,739. Pure Indians from 398 tribes form about 7 per cent. of the population, pure Negroes about 5 per cent., and the remainder consists of white 30 per cent., mixed races 40 per cent., and mulatto, 18 per cent. About 33

per cent., live in the cities.

Departments	Population	Capital	Population
Antioquia Atlantico Bolivar Boyacá Caidas Cauca Chocó Córdoba Cundinamarca Huila Magdalena Nariño Norte de Santander Santander Tolima	1,537,748 442,068 686,482 787,360 1,141,641 422,089 123,902 329,218 1,606,977 291,554 468,102 542,467 406,700 739,000	Quibdó Montería Bogotá Neiva Santa Marta Pasto Cúcuta Bucaramanga Ibagué	278,938 125,587 27,281 128,889 45,035 25,546 700,000 84,045 51,081 80,615 100,763 112,249
Valle del Cauca INTENDENCIAS Caquetá Meta San Andres COMISARIAS Amazonas Arauca La Goagira Putumayo Vaupes Vichada	1,111,177 43,149 99,872 5,998 7,444 11,174 16,617 55,887 22,379 9,118 12,330	Cali	. 16,937 32,237 3,232 . 1,781 5,613 2,880 4,420 3,586 221
TOTAL	11,641,586		

GOVERNMENT.

The constitution of 1886 was revised in 1945. The Republic consists of 15 Departments (subdivided into 808 Municipalities), which enjoy partial autonomy and elect their local legislatures. The whole is under the control of a President elected by popular vote for four years; he is supported by Ministers appointed by

him. The Parliament consists of a Congress of two Chambers, the Senate and the House of Representatives. The senators (one for every 120,000 inhabitants and one additional for each fraction over 60,000), and the deputies (one for each 50,000) are elected by popular vote. Citizenship now attaches to all Colombians over 21, but women are excluded from the electorate and elective office.

The three Intendencies and six Commissaries are administered directly by two officials appointed by the Executive. The Congress, composed of the two Houses, meets at Bogotá on July 20 for a session of 150 days. The Departmental Governors, the Intendencies and

Comisarios are directly appointed by the President.

Liberty of speech and freedom of the Press are absolute. standard of public honour is fairly high. Social security measures are being planned. Education is free, but not compulsory. A campaign against illiteracy has been started.

The national religion is Roman Catholicism. There are four archbishoprics, viz., Bogotá, Cartagena, Medellín, and Popayán.

There is complete freedom for other religious creeds which do not contravene Christian morals or the Law.

PRESIDENT.

Gen. Gustavo Rojas Pinilla.

MINISTRY.
Dr. Evaristo Sourdis.
Pablón Nu Foreign Affairs Dr. Evaristo Sourdis. Dr. Lucio Pablón Nuñez. Interior There are 11 other ministries.

NATURAL RESOURCES.

Coffee and petroleum account together for 97.3 per cent. by value of all Colombian exports.

Agricultural Products:—Colombia coffee is mild, resembling the Central American rather than the Brazilian variety, and is grown chiefly by smallholders. The Department of Caldas (Manizales district), has most trees and produces about 30 per cent. of the total. Next in importance are Antioquia (Medellín district), Cundinamarca (Bogotá), Santander del Norte (Cúcuta), Tolima and Santander (Bucaramanga). On a much smaller scale the crop is grown also in the El Valle, Magdalena, Cauca, Nariño and Huila Departments. It is estimated that 879,481 acres of land are given over to coffee, and that the trees in bearing number 631,689,000. Colombia is the second largest producer in the world. About 90 per cent. goes to the United States, which imposes an import quota. Internal consumption is 500,000 bags. Coffee is 81.3 per cent. of all exports.

Coffee culture is the main industry and is carried on in "fincas," generally 2,000-7,000 feet above the sea. A yield of about 21 lb. per bush is normal, and the best Medellin coffee, known as "Excelso," commands the highest price in the market. Coffee can be picked almost all the year round, giving the cultivator a more or less constant income. This prevents seasonal booms and slumps, enables the transport services to work evenly, and steadies the price by regulating the advent of coffee in the market. The annual crop is about 5,500,000 bags of 60 kilos each. Internal consumption is 650,000

bags.

The quality is jealously guarded, and importation of seed from other countries is forbidden. High prices are realized in the international market, and the economic prosperity of the country is chiefly dependent upon this crop. Exports: 1951—4,798,522 bags, value \$849,086,208; 1952—5,032,056 bags, value \$949,703,709.

Banana growing is the chief industry of the Santa Marta district, where the banana zone extends for some 50 miles along a narrow shelf of lowlying land on the west side of the Sierra Nevadas from the town of Cienaga to the end of the railway at Fundacion. The United Fruit Company owns about one-fifth of the banana estates, and the rest are in private hands. 81 per cent. of the exports are to the U.S. Exports from the Port of Santa Marta: 1951—6,347,690 stems, value, \$20,715,099; 1952—6,454,193, value \$23,076,793.

Tobacco, cultivated for local use in most parts of the country, is produced for export chiefly in the El Carmen district of Bolivár in Santander, near Bucaramanga, and in Tolima, near Ambalema. A large part of the surplus goes to the United States. The climate is especially favourable, and with care high-class leaf can be grown. Production is about 20,000 metric tons. Export: 1952—3,172 m. tons, value 4,083,651 pesos.

Cotton is grown upon a small scale in most parts of the country, but on a commercial scale only in the Departments of Tolima, Atlantico, and Magdalena. The fibre is strong, but mixed in quality, with highly superior and inferior varieties growing side by side. The Cauca Valley is the best area for more cotton culture. On the plateau 9,000-10,000 feet above the sea there is a black soil resembling that of Texas, with a nearly constant temperature, a sufficient rainfall, and a fairly industrious population of 300,000, now growing tobacco. The eastern part of Antioquia also promises success.

Cotton is used by hand spinners in country districts, and the supply coming to market is not enough for the needs of the Colombian mills. Production of cotton was 10,567 m. tons in 1952. Consumption is about 24,930 m. tons.

Most of the sugar is produced on huge estates of from ten to twenty thousand acres. In some places the cane grows without irrigation. There are small plantations in many districts, and large areas of undeveloped lands are available, notably in the Cauca Valley, which produces 80 per cent. of Colombian sugar. The industry is protected by tariff and is controlled by the Sociedad Seccional de Credito Azucarero. White refined sugar production in 1952 was 141,996 m. tons, with a domestic consumption of 150,000 tons. Panela production is about 646,500 m. tons. Export: 1952—3,254 m. tons.

The tagua or vegetable ivory nut, used to make buttons, is an important natural product. There are groves of ivory-nut palms in the lowlands along both coasts and on the banks of the Magdalena, the Atrato, the Sinú and other rivers. The nut when dried and cut, looks like ivory, and can be sawn, carved, polished and dyed. The very good nuts from the Atrato region are shipped from Cartagena.

Rubber trees of the Brasiliensis and Guyanesis type abound

along the eastern rivers. The Magdalena and Atrato have other sorts of rubber. Collection is now about 600 m. tons a year.

Cacao, native to the country and abundant at the lower levels, is little cultivated. Annual production is about 14,000 metric tons. There are large imports for the chocolate factories.

Drugs:—The balsams of copaiba and tolu are collected on the lower Magdalena, and exported. Tolu gets its name from a small

Colombian town.

Sarasparilla, ipecacuanha, Winter's bark, vanilla, Tonka bean, castor-oil seed, cinchona, and curará, are all produced. There is gum copal, locally known as algarrobillo, up the Cacare River, and ginger is indigenous in the Valle Dupar. Cinchona, in the form of quinine and its salts, and ipecacuanha, are exported.

Fibres:—Agave or sisal plants abound. Although there is little systematic large scale cultivation, Colombia produces enough fibre for her packing-sacks, rope, twine, and the sandals (alpargatas) used by

the poor.

The Fique fibre is widely used for making coffee sacks. It grows wild. The production is now close on 40,000,000 lb. a year. The coffee-bag industry is protected by a tariff upon jutebags. Pita fibre from a plant of the pineapple family is used to make fishing nets. There are large natural plantations in the Departments of Huila and Choco.

Dividivi, a Colombian plant used for tanning leather, might be commercialized, but up to now has not received much attention. The quality is said to be very good. The tree grows wild, chiefly in the Goajira Peninsula.

Livestock: There are in Colombia about 15,000,000 cattle, 1,022,000 sheep, 460,000 goats, 2,070,000 hogs, 1,141,000 horses, 504,000 mules, and 266,000 donkeys. Some 1,360,870 cattle are slaughtered annually. About 10,000 are exported on the hoof.

Vast areas are suitable for grazing, and improved breeds of cattle have been introduced. The llanos of Eastern Colombia and the

Cauca and Patía valleys have large possibilities.

The export of hides and skins is important. Colombian hides are of very good quality, and command fair prices. The internal tanning industry takes the inferior hides for the most part. Export, cattle hides, 1952—816 m. tons, value \$1,346,622 pesos.

There is a small export of the more exotic skins-reptile,

alligator, "babilla," and iguana.

Wheat and Maize are raised in the higher lands. Primitive methods of agriculture have been general, and ploughing is little done except upon the plateaux. Wheat production (mainly in Cundinamarca, Boyacá and Narino) is 178,880 m. tons, which is well below Colombia's requirements. Maize production is about 620,000 tons; barley, 26,000 m. tons; yucca, 1,054,000 m. tons.

Rice, a staple food, is grown near Cartagena and Calamar and in the western part of the country in the Cauca Valley. Production at

328,500 m. tons is more than enough for local needs.

A great variety of **fruits** is found, including oranges, mangoes, avocados, papayas, pineapples, and quince. There is a cannery at Bucaramanga to handle pineapples for local consumption.

There has been a greatly increased production in recent years of coconuts along the Atlantic coast: of sugarcane on the Atlantic coast, in the Cauca Valley and Cundinamarca; of cotton, potatoes, and of beans, yucca, chick-peas and lentils. The cultivation of peanuts for the factories distilling peanut oil is increasing rapidly around Muzo (Boyacá) and San Antonio (Cundinamarca). So is the growing of other vegetable oil seeds, notably sesame (10,000 m. tons).

Pearling is carried on by native divers on the north coast, and especially off the Goajira Peninsula. There are pearl banks also in the Pacific, near Guapi. Pearling boats are licensed and limited in number, and the fishing seasons are regulated. The catch is marketed in Paris, and a quarter of the proceeds go to the Government.

LANDS AND FORESTS.

Colombia has immense areas of untilled lands known as baldios. They are State lands, or lands which must revert to the nation in accordance with Art. 56 of the Fiscal Code. There are baldios in all parts of Colombia, but the largest areas are along the coasts (where ivory-nut is obtainable), over the Eastern llanos, covered with natural pasture, and in the region of the Amazon River, covered with rubber trees. The nation cannot transfer these baldios by sale, but is allowed to adjudicate them in perpetuity.

The Colombian forests are computed to cover 150 million acres, and there are four main types: Mangrove woods on the Caribbean coast; dry, thorny forest on the Goajira Peninsula; tropical forest extending to 5,000 feet altitude along the course of the rivers; oak, pine, walnut, and willow forest on the higher lands. Little timber has been exported. There are small exports of balatá and chicle.

Colombia has very few building woods but several kinds are suitable for furniture, interior house finish, and such uses. A few especially valuable hardwoods are used for making mechanical implements, dyes, and certain tannic-acid preparations.

MINERAL WEALTH.

Oil:—Petroleum accounts for 16 per cent. in value, of all exports. Of the total investment in the industry, 71 per cent. is from the U.S.; and 15 per cent. from Great Britain.

The main concessions, in order of importance, are the Empresa Colombiana de Petroles, Barco (Colombian Petroleum Coy.), and Yondó (Shell). A new field, El Difficil, has now been opened by Shell.

The first named Company's concession is in the Department of Santander, from the river Sogamoso in the north to Carare in the south. It has a frontage of 30 miles on the Magdalena, and extends 60 miles inwards towards the interior. A double pipe-line, 335 miles long, and with a capacity of 50,000 barrels daily, has been built from Barranca Bermeja, on the Magdalena, to Mamonal, ro miles across from the Bay of Cartagena. There is a refinery at Barranca Bermeja manufacturing gasoline, asphalt, lubricants and

other by-products. The Company produced 13,846,000 barrels in

1951 and 12,792,000 barrels in 1952.

In 1931 the Barco Oil Concession was granted to the South American Gulf Oil Company, and a pipe line has been built from the Catatumbo oil wells of Santander del Norte at Oru, to Coveñas, on Cispata Bay in the Caribbean. It is 263 miles long and has a potential capacity of 70,000 barrels a day. The Company's production was 10,182,000 barrels in 1952. The Condor Company turn out 13,554,000 barrels at the Yondo concession and 512,000 barrels at the El Difficil concession.

Production of petroleum, in barrels (42 gallons each):—

6,443,527 1949 29,723,000 1951 38,398,000 1941 . 24,639,000 1950 . 34,059,000 1952 . 3 Gasoline output: 1951—2,986,000 barrels; 1952—2,250,000 barrels. 34,059,000 Refinery through put: 1951—9,907,000 barrels; 1952—11,489,000 barrels.
Oil Exports: 1951—32,237,000 barrels, value U.S.872,873,000; 1952—32,027,000 barrels, value U.S.873,348,000.

Emeralds:—The only mines in the Republic, indeed in the whole world except Siberia, are the famous Muzo and Coscuez mines, now being worked by the Banco de la Republica. Veins of green quartz are broken up by pick and crowbar, the matrix is washed in a sluice and searched for gems. Colombia is the largest source of emeralds, and has exported these stones for four centuries.

The Department of Antioquía and the mountains between the Cauca and Magdalena Rivers are rich in gold. The deposits near the Marmato and Supía are especially valuable. Gold has been found near Neiva on the Upper Magdalena, and in the gravel of all the rivers flowing into the Pacific, where it is worked by mechanical dredgers. Alluvial gold is 76.4 per cent. of the total production. Colombia is the largest South American producer of gold. Production, 1951-430,723 oz. troy; 1952-422,240 oz. troy, value U.S. \$14,778,400.

About 75 per cent. of the output is produced by foreign companies.

Silver is also found, although in smaller quantities than gold. Nearly all the Antioquía and Caldas mines produce both metals in variable proportions. The mines of Santa Ana, La Manta, El Cristo and San Juan, in Tolima, are national property. Output of silver, 1951—130,028 oz. troy; 1952—123,165 oz. troy, value U.S.\$258,936.

Platinum occurs with gold. The two most important regions are the river Patia and its tributaries to the south, and the headwaters of the rivers Atrato and San Juan. The centre of greatest production is the river Condoto. Colombia is the second chief source of this metal, which is mainly obtained by dredging. Production has fallen from 24,452 oz. troy in 1950 to 19,801 oz. troy in 1952.

Copper ores are found in Santander, near Ocana and Velez; in Boyacá, near Moniguica and Santa Rosa; and in Antioquía; but owing to their inaccessibility are not worked.

Nearly all the Coal production of Colombia is from the Cali district, which includes the area in the Cauca River Basin and east of the Cordillera Occidental. All the important coal mines are near the cities of Calí, Bogotá and Medellín. Total production is 415,400 metric tons a year.

Salt mines and springs are abundant in Zipaquirá, about 30 miles from Bogotá. The deposits, worked by the Government since Colonial days, are now administered by the Bank of the Republic, which also controls the salt evaporated from sea-water on the Caribbean coast. Production of mined and sea-salt was 148,121 m. tons in 1951 and 205,437 m. tons in 1952. A large soda plant now operates at Zipiquira.

Other Mineral Products.—Sulphur, marble, mica, manganese, quartz, opals, a sandstone which is highly valuable in construction work, basalt and natural phosphates are also found in large deposits throughout Colombia. There is some lead in Boyaca. Only one plant, at 12,000 feet near Popoyan, produces sulphur on a commercial

scale. Annual output is about 2,310 m. tons.

INDUSTRIAL DEVELOPMENT.

Although Colombian economy derives only 15-17 per cent. of its total from industry, national production now meets almost the entire domestic demand for textiles, footwear, cement (704,470 m. tons), building materials, beverages and certain industrial chemicals as well as foodstuffs and tobacco. Colombia now has about 1,600 manufacturing plants employing 63,000 workers and 8,000 clerks; but only 100 of these firms hire over 100 persons each and more than half have fewer than 20 workers.

The main industries whose production is auxiliary to overseas supplies are leather, glass, soap, candles, earthenware, plastic table ware, brush and box making, bricks, woodwork, nails and wire. Relatively important industries dependent upon agricultural products are coffee, flour and sugar and saw mills; there is also a wood drying plant in Bogotá. A steel mill in Medellín turns out 250 metric tons a month of reinforcing bars. Another, the Paz de Rio plant at Balencito, is in construction. Its capacity will be 350 m. tons of ingot steel daily.

Cotton spinning and weaving is carried on upon an important scale in Medellín, Bogotá, Barranquilla, Calí, Samacá, and Manizales, and most of the cotton cloths worn by the working classes are manufactured in Colombian mills. There are 15 cotton mills with 7,000 looms and 300,000 spindles consuming 25,000 m. tons. Colombian now turns out all her own textiles except fine speciality cloths.

Artificial silk cloths are being produced in increasing quantities, and there are two rayon plants. The production of woollen suitings, blankets and "Ruanas" is steadily improving both in quantity and quality. Nearly all these fabrics are woven from imported yarns. The hosiery and knitwear industry has made considerable progress.

There is a local industry in carpet-making from fique, or local hemp. There is also some cottage weaving of blankets, "Ruanas," and rugs, particularly in the uplands and more remote districts.

A paper mill at Barranquilla turns out 5,000 m. tons a year. Total tyre production is 138,724 units, half of it from Colombian rubber.

Development in the chemical industry is proceeding steadily, particularly in the production of drugs, pharmaceuticals, and toilet preparations. Of late, production of chemical products has

been carried out by 28 factories. The chief products are carbon dioxide, matches, toilet soap, cologne water, and toilet powder. Products of the Chemical-pharmaceutical laboratories are numerous.

Panama Hats:—Hats are plaited mainly in the Department of Caldas, Nariño, and Antioquía. The larger part of the export

trade is with Cuba and the United States.

The tanning industry is not very far advanced, but there is an up-to-date tannery in Bogotá. There are one or two small tanneries

in all the cities.

Shortage of electrical power is at present the main obstacle to industrial expansion, though potential water power resources are estimated at 5,400,000 horse power. Total installed capacity of plants is 278,500 k.w.'s, of which 222,780 are hydro-electric. Production in 1952 was 832 million k.w.h.

Public Debt.

May 31, 1953		INTERNAL. 365,276,922 pesos			EXTERNAL. U.S.\$43,652,558, and £2,099,618.
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Foreign Capital investments are about U.S.\$457 millions, of which U.S.\$257 millions are held in the name of the petroleum companies.

Imports and Exports.

Thousands of pesos.

		IMPORIS. (CIF)	I.	EXPORIS. (FU.
1948	 	589,080		504,930
1950	 	710,660	7	771,386
1951	 	872,068		1,093,422
1952	 	1,170,235		1,153,284

Note: These figures show the gross exports and imports. To obtain the net gures add to the imports 12 per cent. for freights, insurance, etc., and deduct from the exports the following items exported by foreign countries, the value of which does not enter Colombia: oil, 100 per cent., bananas, 30 per cent., platinum, 32 per cent.

In 1952 the U.S.A. supplied 66.6 per cent. of the imports, and took 82 per cent. of the exports.

INLAND TRANSPORT.

The topography of Colombia presents grave difficulties for road and rail communication between one part of the country and another, but civil aviation has magically solved the problem. Colombia is to-day well covered with a closely interlocking network of air routes with international connections. The ganglions of the system are at Bogotá, Barranquilla, Medellín and Calí. Main lines connect these centres with two or more flights daily, and feeder lines serve outlying and less important points several times a week.

For air services to Colombia from outside Latin America, see the

AIR SECTION.

Most of the internal lines are flown by Aerovias Nacionales de Colombia (AVIANCA) which, as a subsidiary of Pan American Airways, is linked up with that system's international routes to the north and south. AVIANCA has a fortinghtly service from Bogotá via the Bermudas and the Azores to Rome, Paris, Madrid, Frankfurt and Hamburg.

Madrid, Frankfurt and Hamburg.
Colombia and Venezuela are reciprocally served by the Colombian LANSA
(Bogotá to Caracas) and the Venezuelan LAV (Caracas to Bogotá). These lines
are starting a similar service between Bogotá, Maiquetia, Maracaibo and Barren-

LANSA has a wide internal network, and now flies from Barranquilla to quilla. Havana (Cuba).

The Uraba-Medellin Central Airways (UMCA), serving Medellin from Balboa

The Uraba-Medellín Central Airways (UMCA), serving Medellín from Balboa (Canal Zone), is now making regular flights in connection with AVIANCA.

The Royal Dutch Airlines (KLM) flies the route Curacao—Aruba—Barranquilla—San Jose (Costa Rica) daily. Once a week this service is prolonged to Managua and San Salvador.

AIR FRANCE flies from Martinique to Barranquilla via Port of Spain, Barcelona, La Guaira, and Maracaibo. It has now a direct service from Paris to Bogotá, with one stop at Caracas (Venezuela).

SAM Aerotransportes (Sociedad Aerea de Medellín) has a fairly extensive internal network and flies to Miami. It carries mail and cargo.

The Sociedad Aerea del Tolima, S.A. (SAETA) connects Ibagué and other important Colombian cities. The municipalities of the Department of Bolívar are served by the Compania de Taxis Aereos Bolívar, S.A. The shipping line, Naviera Colombiana, flies an air cargo service between Barranquilla and La Dorado. TACSAL operates from Barranquilla and Cartagena to Tumaco; and LATCO runs international cargo services. LATCO runs international cargo services.

There are altogether 18 air companies; they flew 32,845,878 kiloms. in 1952, and carried more than a million passengers and

28,486 m. tons of cargo.

Otherwise, inland waterways are the chief means of transport both for passengers and goods. Several steamboat companies work regular services on the Magdalena River, from Cartagena and Barranquilla to La Dorada; on the San Juan, from Buenaventura to San Pablo; on the Patía and Telembi, to Barbacoas; on the Zuila, from Puerto Villamizar to the Venezuelan port of Maracaibo; and on the Meta, from Orocue to Ciudad Bolivár in Venezuela.

Magdalena River Services: - The navigation of the Magdalena River divides itself into three stages:

 Barranquilla—La Dorada and Puerto Salgar (560 miles) by 500-ton steamers.

Among the ports of call on the Lower Magdalena are:

Calamar. El Banco. Bodega Central. Barranca. Palto. Tamalameque. Badillo. Puerto Berrio. Bocas del Rosario. Zambrano. La Gloria. Puerto Lievano. Magangué. Puerto Wilches. Puerto Salgar.

Navigation above La Dorada has been suspended for many years, but two cargo boats have now been put in service. All passengers for Bogotá disembark at Puerto Salgar and go on by train.

A railway (72 miles) avoids the rapids between La Dorada and

Beltran. From Beltran to Girardot is 57 miles.

The railways (see map), owned severally by the National Government, Provincial Governments, and private enterprises, function chiefly in connection with river transport. Colombia has 2,150 miles of railway, of which 1,363 miles are owned by the Government. Nearly all the tracks are yard-gauge.

Except in the neighbourhood of Bogotá and Medellín good roads are scarce, but two great trunk roads are already open. They connect with one another and are complemented by railways and navigable

rivers.

The Eastern Trunk Highway runs as follows: the Venezuelan frontier via Bucaramanga and Tunja to Bogotá; on via Girardot to Murillo, where it joins the North to South road.

Western Trunk Highway runs: Rumichaca, on the Ecuadorean border — Ipiales — Tuquerres — Pasto — Popayán — Calí — Cartago — Pereira — Manizales — Sonsón — Medellín — Yarumal — Puerto Valdivia, and on to Turbo, on the Gulf of Uraba. is a road from Medellín to Bogotá, and another to Cartagena.

Altogether there are 6,250 miles of motor roads and 35,450 miles

of other roads.

CURRENCY, WEIGHTS AND MEASURES.

Weights and Measures: - The metric system is in general use, but the following measures are constantly found:—

```
= 6,400 square metres = 1,5808 acres.
= 0.80 metres.
 I vara cuadrada ...
                                  = 0.64 square metres.
 I fanegada
Currency:—The coins in circulation are as follows:—
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Copper-Nickel coins 1, 2, and 5 centavos. Silver coins 10, 20 and 50 centavos. Notes ... ½, I, 2, 5, 10, 20, 50, 100, 500, and

PUBLIC HOLIDAYS.

January 6: Epiphany. Maundy Thursday. Good Friday. Holy Saturday. May 1: Labour Day. Ascension Day. Corpus Christi. June 29: SS. Peter and Paul.

July 20: Independence Day. August 7: Battle of Boyaca. August 15: Assumption. October 12: Discovery of America. November 1: All Saints' Day. November II: Cartagena Independence. December 8: Immaculate Conception.

December 25: Christmas Day.

1,000 pesos.

THE PRESS.

The principal newspapers are:— BOGOTA: "El Tiempo," "El Espectador," "Diario de Colombia," and "El Siglo," "Diario Oficial" is the official gazette.

SANTA MARTA: "El Estado."

SANTA MARTA: El Estado.
PASTO: "Renacimiento."
QUIBDO: "A.B.C."
MIDDELIN: "El Colombiano," "La Defensa," "El Correo," "El Diario "BARRANQUILLA: "La Prensa," "El Heraldo," and "El Nacional."
CARTAGENA: "Diario de la Costa "and "El Figaro."
MANIZALES: "La Patria." "Balcaca"

CALÍ: "Diario del Pacifico," "Relator."

POSTS AND TELEGRAPHS.

The internal postal tariff for letters is 2 centavos per 15 grammes local, 5 centavos non-local; letters to the United States and members of the Pan-American Postal Union cost 6 centavos for each 20 grammes. On European letters the charge is 18 centavos per 20 grammes; and 2 centavos per 50 grammes upon printed matter. Air mail to the United States is 35 centavos for each 10 grammes or fraction. Mail from the United Kingdom, see page 28.

Telegrams are 5 cents per word ordinary dispatches, and 10 cents

for "extraordinary" with preference over all others.

Wireless messages from Bogotá (Cerrito Station) to Great Britain cost 122 centavos per word; to New York 87 centavos per word. There are wireless stations at Cartagena, Barranquilla, Santa Marta,

Calí, Medellín, Puerto Colombia, Bogotá, and important inland towns. All America Cables & Radio, Inc., provides communication with all parts of the world through its stations at Barranquilla, Bogotá, Buenaventura, Calí, Cartagena, and Medellín.

Telephones:—All the cities and towns of any importance have

telephone services.

Information for Visitors.

A passport and visa are necessary, and the applicant must go personally to a Colombian Consulate. The following documents are needed: (I) a certificate, in duplicate, of vaccination against smallpox; (2) a health certificate, in duplicate, stating that the applicant is not suffering from any contagious disease or mental derangement, and that he is not a chronic alcoholic, ataxic, epileptic, or drug addict; (3) three signed photographs; and (4), a letter from the head of the applicant's firm, countersigned by a Chamber of Commerce or similar body. Every person over 21 using the ordinary visa must make an immigration deposit at the Customs to cover the cost of his return journey in case of necessity. Some categories, which include agricultural, livestock and industrial experts, do not pay this deposit.

A "Business Visa" (needing only a formal report to the police on arrival), exempts the holder from paying an immigration deposit; it can be granted to *bona fide* commercial travellers, but its longest validity for them is 90 days, and on no account can it be changed in

Colombia into an ordinary visa.

A Transit visa valid for two weeks is also free from all police formalities.

Visitors are advised to carry references from public and private

bodies in the United Kingdom.

All travellers arriving in Colombia must declare the amount of foreign exchange they possess at one of the Exchange and Export Control offices of the Banco de la República. And all of them (except holders of Transit visas) must call at the Aliens Section of the National Police at the place of arrival within 48 hours.

The maximum amount of personal luggage admitted free of duty is 150 kilos per adult; 75 kilos for children over ten years, or 50 kilos for younger persons. The maximum for immigrants is 500 kilos.

Clothing:—In all the principal towns which the traveller is likely to visit except Bogotá, Manizales, and Medellín, light clothing—light weight woollens, palm beach or white drill are suitable. In Bogotá, Manizales, and Medellín medium-weight clothing is worn all the year round. A dual-purpose raincoat and overcoat is useful.

Street Numbering: The street and house numbering system in Colombia may cause confusion to the uninitiated. Most towns are laid out on a geometrical plan, with numbered "Calles" (streets) running in one direction and numbered "Carreras" (roads) crossing them at right angles. House numbers are calculated according to the distance in metres from an intersection. Thus the address "Calle 22, No. 7-40" indicates a house situated on 22nd Street at a distance of 40 metres from the intersection of "Carrera 7."

Cost of Living:—The cost of living varies considerably in different places, but is high everywhere, and still rising. Bogotá middle class cost of living index: 1940=100; Aug., 1953=348.7.

Barranquilla, Calí, and Medellín are slightly less expensive to live in than Bogotá.

A single man needs \$600 a month, and a married man \$800.

These are the absolute minima.

Commercial Travellers should consult "Hints to Business Men Visiting Colombia," free from the Commercial Relations and Exports Dept., Board of Trade, Horse Guards Avenue, London, S.W.1.

A COLOMBIAN CALENDAR.

1499. Alonso de Ojeda visits Cape Vela.

1501. Rodrigo Bastidas explores the coast from Riohacha to the Isthmus of Panama.

I502. Colombus arrives at Colombia.

City of Panamá founded. 1519.

Francisco Pizarro explores the Colombian coast. 1524.

1525. Rodrigo de Bastidas lands at Santa Marta, where he establishes a settlement. 1528. The Emperor Charles V grants colonial concession to the German Welsers. Pedro de Heredia appointed Governor. Founds the city of Cartagena. Various defeats of Chibcha Indians. City of Bogotá founded. 1533.

1538.

1564. Spaniards proclaim New Granada a Presidency.

Porto Bello invaded by Drake. 1596.

1610. Tribunal of the Inquisition established.

Porto Bello invaded by Morgan. Great Britain granted exclusive privilege of importing African slaves. Foundation of the Compañia de Guipuzcoa. 1668. 1713.

1728.

Kingdom of Granada formed into a Vice-Royalty.

1739. 1767.

Jesuits expelled. Colombia proclaims its independence of Spain. 1810.

Simon Bolívar's victory at Boyacá.

1819. Independence of Colombia recognised by Spain. 1825.

Death of Bolivar. 1830.

Ecuador secedes from the Colombian Confederation. 1831. President Lopez carries out the law suppressing slavery. Mosquera Revolution. 1850.

1861.

1871. New Granada rechristened Colombia.

Boundary dispute with Venezuela submitted to Spain for settlement. 1883.

1899-1902

Panamá asserts its independence of Colombia. 1903. Colombia recognises Panamá as an independent State. 1921.

Leticia dispute settled. 1934.

Fourth Centenary of Bogotá. 1938.

Declares war on Germany and Italy. 1943.

Colombia is represented in London by an Ambassador (3 Hans Crescent, W.I.), and a Consul-General (23 Pont Street, S.W.I.); by a Consul-General in Liverpool (North House, North John Street, 26); and by a Consul in Glasgow (219 Vincent St., C.2). The Ambassador is Sr. Dr. Don José Maria Villarreal.

Great Britain is represented in Colombia by an Ambassador and Consul at Bogotá (Av. Jimenez de Queseda, 8-56); Consular offices at Calí, Medellín, Barranquilla, Santa Marta, Cartagena and

Mariquita.

The Ambassador is R. Keith Jopson, C.M.G., O.B.E.

The United States are represented in Colombia by an Ambassador and Consul at Bogotá, Consuls at Barranquilla, Medellín, Calí, and Cucuta, a Vice-Consul at Cartagena, and a Consular Agent at Buenaventura.

(The Colombian chapter has been revised by Tracey & Cia, S.A., Bogotá, Colombia.)

COSTA RICA

Travel: -The quickest and cheapest route from the United Kingdom to Costa Rica is by steamers of the Pacific Steam Navigation Co., or the steamers of Royal Mail Lines from London, with transhipment at Cristobal: thence by local service to Puntarenas, or by another line to Limón. As a rule travellers combine their visits to Costa Rica with visits to other Central and South American countries.

The United Fruit Company operate services from New York and New Orleans to Port Limón and from New Orleans to Puntarenas.

There is a good and frequent

service of steamers of various lines from Colon to Port Limón.

Air Services:—Pan American Airways call at San José on the international route from the U.S. southwards to Cristobal. Communications by air with the other Central American republics, Mexico and New Orleans is by the TACA system. Taca International Airlines gives a daily service to all the chief cities of Costa Rica, inter-republican connections with Colombia, Venezuela, Ecuador, Mexico, and all the Central American states. The Royal Dutch Airlines (KLM) have extended their Curacao-Aruba-Barranquilla daily service to San José and beyond to Managua and San Salvador, Maracaibo, Panamá, and the Antilles.

The Lineas Aéreas Costarricenses (an affiliate of Pan American Airways) has a service between San José and Panamá City; between San José and Miami via Havana and Mexico; and an internal airmail network. Aerovias Occidentales undertakes freight carriage, and Transportes Aeros Nacionales has a regular air cargo

service between Honduras, Havana, and Miami.

Limôn, upon the Caribbean coast, the chief port of the country and the main means of access to the capital, has 12,512 inhabitants. It is served by weekly steamers to New York, New Orleans, and by fortnightly and other vessels to Europe. Cristóbal is some 12 hours' sail. The rail distance to San José is 103 miles. A train leaves at 11.30 a.m. daily, arriving at 6.15 p.m. (First-class fare, C13.05;

chair car, C6.25 extra).

Port Limón is built on the site of an ancient Indian village, Cariari, where Colombus landed on his fourth and last voyage to America. To-day it is a very busy port; through it passes most of the country's coffee, bananas, and other products on their way to the markets of Europe and North America, whilst a large proportion of Costa Rica's varied imports are landed here. There are several small ports-Barmouth, Atlanta, and Puerto Viejo-on the east coast, but these are rarely visited by coastal steamers.

There are no well defined channels of approach, and Port Limón may be termed an open roadstead, but ocean vessels berth at the wharves, where they are well protected. There are two wharves or piers at the port; the larger, the Costa Rican Railway Wharf or Metallic Pier is a metal construction; the smaller is made of wood

and is known as the National Wharf or National Pier.

The city is laid out in square, well paved blocks. The bulk of the population is coloured, descendants of British West Indians brought over from Jamaica to work on the plantations. The visitor should see the Vargas Park, the Market, the Cathedral and the Mirama Club, with its open air swimming pool. The legal fare for the hire of an automobile is 15 colones per hour, or 2 colones per person for short trips within the city limits.

The narrow gauge railway from Limón to San José skirts the coast for 10 miles. The view from the train presents an almost continuous picture of the surf of breakers, appearing often through groves of graceful palms. The banana plantations are reached at Matina. The River Matina is crossed by bridge and next the Pacuare River. Between Siguirres, an important banana centre, and Turrialba, where the first coffee farms are seen, the railway runs on a narrow ledge poised between mountain and river. On the left are the rushing waters of the Reventazon, and on the right the high-timbered mountains. At Turrialba, the limit of the negro penetration, native women sell fruit to the traveller. In the 62 miles from Limón to Turrialba the train has climbed 2,000 feet. In the succeeding 30 miles it has to climb a further 3,000 feet. The view throughout this section is gorgeous. The whole valley of the Reventazon can be seen at one sweep, the river itself appearing as a narrow ribbon of foam 1,000 feet below the train. At this altitude there is a cool snap in the air as the tropics are left behind and the train attains the central plateau, or Meseta Central, where the climate is more or less constant the year round. Beyond Cartago the Continental Divide is crossed at 5,137 feet. From this highest point there is a gradual descent to the Capital.

Hotels:—Park Hotel, 30 beds; Pension Costa Rica.

Cables:—All America Cables & Radio, Inc., Calle 2a, numero 231. Compania

Bananera de Costa Rica.

San José, the capital, has a population of 115,946, and stands in a broad, fertile valley at an elevation of 3,816 ft. The climate is temperate, but cold in the evenings. The mean temperature is 70° F., with an annual variation of only 5°. Slight earthquake shocks are frequent. The capital is 103 miles from Limón, 5½ miles from Heredia, and 72 miles from Puntarenas. The products are coffee, cacao and sugar cane. There are a few minor industries.

The architecture is a mixture of traditional Spanish and modern, cheek by jowl. Clean wide asphalted avenues are flanked by spacious shady green parks and modern buildings. The people are dressed in heavy clothes instead of the expected white drill. There are flower gardens at every turn. The National Museum contains rare pieces of ancient pottery. The National Opera House is one of the most beautiful playhouses in the Americas. Other buildings worth seeing are the Cathedral, the Raventos and Palace theatres, the Union Club, the Banco Nacional de Costa Rica, the Central Bank, the Banco de Costa Rica, and the Temple of Music. The most attractive parks are the Morazán, Nacional, Central, and España. La Sabana, a level area on the outskirts of the city, contains an aerodrome, golf course, tennis courts, and other recreational facilities. The air-port is at La Sabana.

Hotels: - Europa, 40 beds; Hotel Rex; Gran Hotel Costa Rica, 120 beds

(modern). From £2 to £3 a day, with food.

Fares:—Fares in San José by tram are 10 and 15 cents from the centre of the town outwards; motor cars can be hired from several public garages from 2 colones upwards according to distance or by the hour at 6 colones, the time counting from garage to return to garage, but it is recommended that a bargain should be made beforehand. Hand baggage in reasonable quantities is not charged, but no trunks of any kind are taken.

Excursions to scenic spots such as Aserri and Orosi, and to the Irazu and Poas volcanoes. Horses are available at the village of San Pedro for the ascent of Poas (really a geyser). There are paved roads to San Ramon (45 miles), Las Nubes (20 miles) and San Antonio de Belén, in a beautiful coffee district.

The Information Bureau of the National Tourist Board is at Las Arcadas, facing

the National Theatre.

Rail:—A train for Limón leaves San José daily at 8.30 a.m., arriving 3.15 p.m. A train leaves Limón daily at 11.30 a.m., arriving at San José at 6.15 p.m. Journey takes about 6 hours. Fares, 13.05 colones. Chair car, 6.25 colones extra. Baggage, 20 kilos free, excess, 15 cents per kilo. Mid-day breakfast at Siquirres (\$1 U.S.) on the way from Limón to San José. Every day a train leaves San José for Puntarenas at 8 a.m., arriving at 12 a.m., and a daily train leaves Puntarenas at 8 a.m., arriving 12 a.m. at San José. Observation cars are attached to the train. Splendid views. Fares, 9 colones. There is a stop for mid-day meal both ways, but food poor. Passengers may buy pineapples at wayside stations, and sample a typical native product, the griddle cakes made of banana meal.

There is a local service for Cartago and Heredia and Alajuela and other points, and also a frequent service of motor-buses to these towns and to many villages.

Cables:—All America Cables & Radio, Inc., Calle 1, Avenida Fernandez Guell 2. Compania Radiografica Internacional de Costa Rica: Gran Hotel de

Costa Rica.

Cartago, the ancient capital, stands 4,930 ft. above sea-level in a circle of mountains. It is 12 miles from San José, on the Northern Railway Company's line to Port Limón, at the foot of Mount Irazú (11,200 ft.), a volcanic peak. Excursions can easily be made to the crater of Irazú, and upon a clear day the traveller has an exciting view of the two oceans. A motor road is now open from San José via Cartago to the National Sanatorium, Lecheria Robert, and Volcan Irazú. The hot springs of Aguas Calientes are 3 miles away.

The population is 13,933. The city was founded 1553, destroyed by earthquake in 1823 and 1910, and severely damaged on other occasions. It is the centre of one of the richest agricultural districts in the country. The suburbs makes its population over 30,618.

Hotels: -Francés, 30 beds, \$1-1.25 U.S.; Pension Washington, \$1.

Puntarenas, a Pacific port of 14,616 population on the Gulf of Nicoya, is four hours' train journey from the capital (72 miles). Large steamers now come alongside. The mean temperature is about 80° F., and from January to March it is much frequented by holiday makers for bathing and fishing. The chief products are cattle, sugar and coconuts. There is shark and tuna fishing off the coast.

Fortnightly calls are made by P.S.N.C. steamers from Panamá, and from Central American ports, and there is a three-weekly Grace Line service with Ecuadorean, Peruvian and Chilean ports.

A Government launch maintains a coastal service with Salinas Bay (Nicaragua) and intermediate ports in Guanacaste Province.

About 15 miles north of Puntarenas, at Monteverde de Guacimal, there is a most successful colony of American Quakers settled on the land.

Hotels:—Los Banos; Arenas; La Riviera. Accommodation difficult January to March.

All America Cables & Radio, Inc., Casa Blanca.

OTHER TOWNS.

Alajuela, of Alajuela province, is 14 miles by rail from San José. It is the centre of the sugar industry, has a population of 14,887, and stands 3,000 ft. above sea-level. The climate is even and the town is a midsummer (January-March) resort of residents of the capital.

Juan Santamaria, the patriot who fired the building in which Walker's filibusters were entrenched in 1856, is commemorated by a public statue.

Mount Poás is in the neighbourhood, and an excursion to the Volcanic Lake and its geysers is well worth while. There is a motoring road eastwards through San José to Cartago and northwards through Grecia to Naranjo and San Ramón.

Hotel :- America.

Heredia, capital of Heredia province, has a population of 13,115. It is upon the railway between San José and Alajuela, 6 miles from the capital, and is the centre of the coffee industry. There is a road eastwards to San José and Cartago, and westwards to Alajuela and San Ramón. There are motor-buses along this road from Cartago to San Ramón.

Hotel :- Central.

PHYSICAL FEATURES.

Costa Rica, the "Rich Coast," is the most southerly of the five Republics of Central America. It is bounded north by Nicaragua, east by the Caribbean, west and south by the Pacific, and south-east by Panamá. The area is about 23,000 square miles. The interior is traversed by two volcanic cordilleras, separated by the Meseta Central, or central plateau and forming a single watershed. (The bulk of the population live on the Meseta Central, an area of 3,500 square miles). The highest peak in the northern range is Irazú (11,200 ft.), whose cloud by day and fire by night can be seen from both the Pacific and the Caribbean. The second is Turrialba (10,910 ft.). In the southern range Chiripo Grande attains 12,447 ft. The Atlantic slopes are densely forested, and there are large fertile stretches of pasture and rolling downs on the Pacific sides. There are sixteen rivers. The San Juan, with a course of less than 100 miles, is the most important. It drains Lake Nicaragua, and has for tributaries the Sarapiqui and San Carlos. On the Pacific coast there are only small rivers, liable to sudden floods.

The country is narrow, only 175 miles at its widest and 74 miles

at its narrowest from east to west.

The **population**, 1953, was 881,313. Great tracts of country are uncultivated, although the State gives facilities for the purchase of land. The proportion of Spanish blood is more considerable than in most Latin American countries. There are many West Indians and Negroes on the Atlantic coast. Spanish is the universal

language.

Costa Rica has taken little part in revolutions and has developed on democratic lines to a much greater extent than its neighbours. The native workman is self-respecting and intelligent, and the school house is more conspicuous than the barracks. The percentage of illiteracy is the lowest of any Central American Republic. After the war, however, an unbalanced budget, an adverse trade balance, and general economic difficulties led to certain untypical disturbances, but now the country is its old self again.

The climate varies from tropical heat on both Atlantic and Pacific coasts to warm summer in the interior. The mean tempera-

ture at 3,000 to 6,000 ft., ranges from 57° to 68° F. From the coast inland to a height of 3,000 ft. it ranges from 72° to 82° F. Above 7,000 ft. frosts are frequent. There are dry and rainy seasons, the former from December to April and the latter from April to November. The hottest months are March, April and May. The country is at its most agreeable between November and April.

Light English summer clothing with a light overcoat or waterproof for the evenings in the interior; tropical clothing for the coast. All drinking water, especially outside San José, should be boiled.

Aborigines:—The native Indians of Costa Rica are dwindling, and a missionary estimate places the number of Talamancans at 1,200. The Cabicares, notoriously superstitious, cultivate their land communally. The Bribris, a small and non-gregarious tribe, seek the society of other tribes in preference to their own. The very dark-complexioned Indians, found south-east of Pico Blanco in inaccessible places, are unfriendly to strangers.

CONSTITUTION AND GOVERNMENT.

The legislative power is vested in a Chamber of Representatives, the Legislative Assembly, and made up of 45 deputies, being one representative to every 8,000 inhabitants. By the new Political Constitution issued in 1949, men and women over 20 years have the right to vote. Mental incompetents so declared by a Judge, and those deprived of political rights, have no vote. Voting is secret, direct, and free. The members of the Chamber are elected for four years. The executive authority is in the hands of a President, elected for the same term of four years.

PRESIDENT.

Sr. José Figuerés Ferrer 1953.

MINISTRY.

Foreign Affairs Sr. Mario Esquivel Arguidas. Interior Lic. Fernando Volio Sancho.

There are five other ministries.

Public Health:—On the whole is good. Intestinal parasites and malaria are still a scourge, especially in the country districts, in spite of work done by the Public Health Department. The Rockefeller Institute is co-operating with the Public Health Department in an attempt to reduce the incidence of these diseases.

NATURAL RESOURCES.

The Central plateau, averaging 4,000 feet above sea-level, is the great coffee growing area. Here, too, are grown the staple food crops: beans, corn, potatoes, and sugar cane, and dairy farming is both lucrative and efficient. All wheat has to be imported, and there are heavy imports of edible fats and oil, both animal and vegetable. But strong developments are pending. There is an important Institute of Agricultural Sciences at Turrialba.

Rice, a widely used food, comes in the main from the more low lying areas of the south-west. The north-western plains of Guanacaste are the centre of a flourishing cattle industry. The plateau, and particularly the coffee-growing zones, is held by small-holders, but the plains of the north and north-west, and the coastal-belts lying south-west and south, are in the hands of big landowners and the scene (particularly in the south) of the large-scale operations of the United Fruit Company.

Coffee, bananas and cacao account together for 92 per cent. by

value of the exports.

Coffee, a large crop, was introduced over a century ago, and its success in Costa Rica led to its culture in other Central American countries. The quality is mild and commands top prices. It is grown chiefly on the plateau of San José, where the soil consists of layers of black or dark brown volcanic ash. Shipment is made principally from Limón, and in part from Puntarenas. 77.6 per cent. goes to the U.S. The crop was 540,520 bags (of 60 kilos.) 1952-53. Coffee accounts for 33.8 per cent. by value of the total exports. Export, 1952-53—value U.S.\$24,323,709.

Banana trade:—The crop constitutes about 51.3 per cent. of the national exports and has exceeded 11 million bunches per annum. Over 89 per cent. of the exports are now from the West Coast ports of Golfito and Quepos, but part of the Pacific coast crop is railed to Port Limón, on the Atlantic coast, for shipment. Exports: 1951—10,015,280 stems, value U.S.\$34,356,026; 1952—11,569,689 stems, value U.S.\$36,888,429.

Cacao of several varieties is indigenious and has been cultivated since the sixteenth century. Much attention has been given to the crop, chiefly by the United Fruit Company. Except for a small quantity cultivated by artificial irrigation on the Pacific slope near Puntarenas, the whole is grown on the Atlantic side in Limón Province. The main crop is harvested October-December; One short crop in May-June. Cacao has replaced bananas on some estates, but even so there is a large decrease in cultivation. It is now only 6 per cent. of the total exports. Production was 3,346 m. tons in 1951. Exports: 1951—3,197 m. tons, value U.S.\$1,940,820; 1952—8,444 m. tons, value U.S.\$4,197,709.

Sugar: Production of white sugar by mills was 507,106 quintals in 1951-52. Consumption is slightly over 400,000 quintals a year, and there are occasional exports.

The export of vegetables to the Canal Zone is important—some 1,102 metric tons a year. **Pineapple** growing has been developed by the United Fruit Company. Small shipments of oranges are made.

Large areas of land are devoted to cattle farming. Lean cattle are bought from Nicaragua and fattened, particularly in the Province of Guanacaste. In 1952 there were 656,836 head of cattle. There is a small export of hides.

The timber exported is mainly cedar logs, with some "espavel," "cativo," balsa, etc. Mahogany, rosewood, other cabinet woods, and valuable dyewoods are available. Some Rubber is produced on plantations and there are small collections of wild rubber.

A little over 3 million pounds of tobacco is grown on 5,773 acres and consumed locally. There are small exports of abaca fibre and

tow (manilla hemp), of which 4.5 million pounds are grown. Henequen (150,000 lb.), and "cabuya" (800,000 lb.), are also grown.

There are small exports of Ipecac.

Beans, maize and rice (18,736 metric tons) are grown for domestic consumption. Honey exports have fallen considerably since the war. The entire crop of about 120,000 pounds of lint cotton is absorbed locally at one large and two small mills.

Production of edible vegetable oil, mostly from sesame, copra, and peanuts, is only 800 m. tons to meet a demand of 1,880 tons. African palm-oil production is about 3,000,000 lb. There are large

imports of animal fats.

Mother-of-pearl and tortoiseshell are among the minor products. Turtle and mother-of-pearl are taken on the Pacific Coast.

Mining: Gold and silver mining have been carried on upon the Pacific slope in the Abangares, Barranca and Aguacate districts, and two or three mines are still worked.

There is manganese ore in the province of Guanacaste, and near Talamanca and Tilarán there are indications of oil. Sulphur deposits

assay from 85 to 95 per cent. sulphur.

Railways:—About 450 miles of 3 ft. 6 in. gauge railways are in operation with good tracks and bridges. Port Limón is headquarters of the system, which crosses the country from ocean to ocean and links the chief banana districts. The electrification of the Pacifico system has been completed. A line is proposed from the Gulf of Nicoya to the City of Liberia.

Roads:—The country has suffered from insufficient and defective roads, but about 500 miles of roads radiate from the capital to neighbouring towns on the central plateau.

Industrial Development:—Water power is plentiful, but little used, and labour is neither abundant nor especially apt. Costa Rica is, after El Salvador, the most industrialised country in Central America. Factories are all small and largely occupied upon articles protected by the import tariff: beverages, foodstuffs, cigarettes and cigars, leather products, textiles and clothing, furniture, soap, matches, edible oils, construction materials, shoes, starch, candies, candles, cheese, beer, brooms, brushes, pharmaceuticals, cosmetics, pottery, rope, rubber products, and glass articles. The production of alcohol is a State monopoly.

FOREIGN TRADE.

			EXPORTS.	IMPORTS.
1949	 		U.S.\$48,190,979	U.S.\$43,351,519
1950	 		U.S.\$55,584,851	U.S.\$46,032,968
1951	 	** *	U.S.863,414,061	U.S.\$55,740,518
1952	 		U.S.\$71,896,579	U.S.\$67,874,451

The U.S.A. took 73 per cent. of Costa Rica's exports and supplied

71 per cent. of the imports in 1952.

The main imports are wheat flour, sulphate of copper, fertilizers, lard, petrol, Diesel oil, cement, tinned milk, leather (uppers), and vehicles.

Currency:—The nominal unit, the gold colon, has been withdrawn from circulation. The minor currency is nickel (2 and 1 colones, 50 and 25 centimos); copper and nickel, 10, 5 centimos. Notes of 5, 10, 20, 50, 100 and 1,000 colones are in circulation. The Government controlled free market rate is C6.63 to the U.S. dollar.

The system of exchange control now operating in Costa Rica is governed by the Law for International Payments which came into force in September 1951. All exports are licensed by the Central Bank and all foreign exchange received from exports is compulsorily surrendered to the Central Bank in exchange for Colones at the official selling rate. This legislation prescribes two exchange markets—the official and the free and, in the absence of surcharges, only two effective exchange rates. Only imports appearing on a list of articles of primary necessity may enter the country with official-rate foreign exchange and all other imports must be purchased with free market exchange. Typical items on the list of articles of primary necessity are: wheat, flour, tractors, electric motors, fertilizers and iron and steel products.

PUBLIC DEBT.

October 31, 1953:—External, 135,525,460 colones; internal, 188,348,738 colones.

POSTS AND TELEGRAPHS.

Mails by sea from the U.K. are sent via United States. The postage is 4d. the first oz. and 2½d. each oz. after. They take from a month to six weeks to arrive. Homeward mails are due about once a week. Air Mail from Great Britain, see page 28. Letters take about a week.

All America Cables & Radio, Inc., have stations at San José, Port Limón, and Puntarenas.

Wireless messages may be sent from the powerful station at San José or allied station at Puerto Limón, to all points of the world. These stations are operated by the Compania Radiografica Internacional de Costa Rica, affiliated with Tropical Radio Telegraph Company. The Government also operates a station at San José, which communicates with Mexico, Guatemala, and El Salvador. Compania Radiografica also operates international radiotelephone service to most parts of the world, as well as domestic radiotelephone service between the following cities: Puerto Limón, San José, and Puntarenas. The San José office for radiotelephone and radiotelegraph is in the Gran Hotel de Costa Rica.

Telephone calls can be made between the United Kingdom and Costa Rica from 1 p.m. to midnight weekdays and 1 p.m. to 6 p.m. Sundays (G.M.T.). The minimum fee for a 3-minute call is £3 15s. on weekdays and £3 on Sundays.

WEIGHTS AND MEASURES.

The metric system is legal and is in general use. The following traditional measures are also in use, particularly in country districts :---

Lineal and Land Measures :-

I vara = 33 pulgadas = 33 inches.

10,000 sq. varas (varas cuadradas) = 1 manzana = 1.72 acres.

I hectare = 1.431 manzanas = 2.46 acres.

64‡ (64.89 exactly) manzanas=1 caballeria=111.37 acres. Dry Measures:—

For beans, maize, rice, etc.—
4 cuartillos = 1 cajuela.

24 cajuelas = 1 fanega = 400 litres = 10.9988 bushels. Liquid Measures :-

I botella = 1.179 pints. 5 botellas = I Spanish gallon = 120 liquid oz.

PUBLIC HOLIDAYS.

January 1: New Year's Day. March 19: Annual Holiday. April 11: Battle of Rivas. May 1: Labour Day. August 2 and 15: Annual Holiday. September 15: Independence Day. October 12: Columbus Day. December 8: Annual Holiday. December 25: Christmas Day. Chief Days of the Catholic Church.

PRESS.

The principal San José newspapers are : "Diario de Costa Rica," "La Nacion," "La Republica," and the "Gaceta Oficial." "La Prensa Libre," and "La Hora," evening newspapers.

Information for Passengers.

All persons entering Costa Rica have to provide themselves with passports and also with one of two classes of visa from a Costa Rican Consul. 1. Persons proposing to stay in the country not more than 30 days :-- a "Tourist" visa-renewable for two further periods of 30 days each, subject to approval of local authorities. 2. Persons proposing to stay more than 30 days. Visa fees are \$3 U.S. Currency or its equivalent for each visit. Cruise passengers are exempt from visa requirements but should carry passports.

Guidance for Commercial Travellers.

Business visitors should consult "The Central American Republics," in the Hints to Business Men series. It is issued, free, by the Board of Trade, Horse Guards Avenue, Whitehall, S.W.I.

Besides a visaed passport, commercial travellers should carry identity certificates issued by a Chamber of Commerce attesting their status, and endorsed by a Costa Rican Consular Officer.

A license for the whole of Costa Rica can be got upon payment of a single fee, 8 colones for one year. Travellers must have identity certificates issued by a Chamber of Commerce attesting their status as commercial travellers. These certificates must be endorsed by a Costa Rican Consular Officer.

No special arrangements are required for touring the country. Practically all business is centralized in San José, while there are a few large importers in Port Limón who can be visited on arrival or departure. Visits from San José to Cartago, Heredia and Alajuela, where there are also some fairly large importers, can be made either by local train, 'bus service or by motor car. Any business in Puntarenas, Pacific port, can be done also on arrival or departure, or if necessary by train or plane.

Entertaining, by means of dinner or lunch, costs about 10 colones a head, with wines, etc., extra. Light wines are not expensive,

but liqueurs, champagne, etc., are high. Entertaining is not much in vogue in Costa Rica and usually consists in taking a customer to a hotel for an ordinary meal.

Tipping is not so general in Costa Rica as in other parts, and anyone keeping to the European custom of 10 per cent. of the hotel

bill would be regarded as generous.

Intestinal disorders and malaria are prevalent. Eating and

drinking should be done with care and moderately.

Cost of Living:—1936 = 100; August, 1951 = 291.63; February, 1952 = 284.7, since when it has risen very little.

A COSTA RICAN CALENDAR.

Conquest by Spain completed. I530.

1540. Becomes a province of the Vice-royalty of Guatemala.

1553. Cartago founded. 1666. Pirates raid the coast.

1821. Costa Rica declares its independence.
1823. Civil war. Capital transferred from Cartago to San José.
1824-39. Costa Rica a member of the Central American Federation.
1841. Cartago severely damaged by earthquake.
1848. An independent Republic set up.

1854. Railway construction begun. 1863. Costa Rica joined Guatemala and Nicaragua against Honduras and Salvador.

1871. Constitution promulgated.

1885. A defensive alliance made between Costa Rica, Nicaragua, and Salvador against Guatemala.

1897. Costa Rica joins the "Greater Republic" of Central America, of which Nicaragua, Honduras, and Salvador are members.

1898. Secedes from the "Greater Republic.

1900. Boundary dispute with Panamá settled by arbitration.

1910. Severe earthquake, Cartago.

Declared war on the Axis. 1941.

Costa Rica is represented in London by a Consul-General (65 London Road, Stanmore, Middlesex), and by Consuls at Birmingham, Bristol, Cardiff, Glasgow, Northampton and Southampton.

Great Britain is represented by a Legation and Consulate at San José, and a Vice-Consul at Port Limon. The Minister is

Clarence Norbury Ezard.

The United States are represented by an Embassy and Consulate at San José and Vice-Consuls at Port Limón and Puntarenas.

This chapter has been revised abroad by Felipe J. Alvarado & Cía, San José. They receive much help from the Director of the Direccion General de Estadistica y Censos and Contabilidad Nacional).



'Moygashel' is the registered brand name of fabrics manufactured by:
STEVENSON & SON LTD., DUNGANNON, CO. TYRONE, N. IRELAND
AND LONDON, ENGLAND,

PURE CREASE-RESISTING LINENS

CUBA

Havana may normally be reached by direct steamer of the Pacific Steam Navigation Company sailing from Liverpool or by crossing to New York and taking the vessels of the United Fruit Company; or by taking the "all-rail" route via Miami and P. & O. Steamers, or by air from Miami. Through bookings via Jamaica and Bermuda are available on the Fyffes Line. Most of the steamship lines are still suspended.

Ines are still suspended.

Air Services:—All the great air systems—Pan American Airways, Braniff
Airways Inc., KLM, National Airlines, Inc., and British Overseas Airways
Corporation, use Cuba as a focal point.

Numerous air routes start out north to Miami and the United States or south to
Latin America and the West Indies. A subsidiary of Pan American Airways, the
Compania Cubana de Aviación, has several local Cuban services, and one to Madrid.

Local services are also run by Aerolineas del Norte, and Corporacion Aeronautica

Artillana. Enquiries will reveal a service to almost any destination. Antillana. Enquiries will reveal a service to almost any destination,

Havana, the capital, has a population, including the suburbs, of 1,000,000. It is 210 nautical miles from Miami (Florida), and 1,166 from New York, whence there are regular steamers. The mean temperature is 76° Fahr., the average rainfall 43 in., and there are normally 106 rainy days in the year. The harbour is large and beautiful, two miles in length, one mile wide, and fully protected against storms. The hotels are first class, and the centres of amusement include a fine race course, an excellent bathing beach and numerous cabarets.

Havana is a metropolis in which the new merges agreeably with the old—the palaces, plazas, colonnades, towns, churches, and monasteries which moved J. A. Froude to liken the city to Castile. The parks are magnificent and give an almost continuous drive. The Prado, facing which is the fine Capitol Building, is a central parkway connecting Colón, Fraternidad, and Central Parks; beyond are the drives of Paseos La Reina, Carlos III, and Tacon. Parque Central, with its laurels, poncianas, almonds, palms, shrubs, and gorgeous flowers is in the heart of the city and surrounded by clubs, hotels, and cafés.



THE CHASE NATIONAL BANK

OF THE CITY OF NEW YORK

Head Office: Pine Street corner of Nassau Member Federal Deposit Insurance Corporation

Branches throughout the Caribbean Area

Morro Castle (built 1589), with the Cabañas Fortress (1763) behind it, is seen to the left of the harbour on arrival. Principe Castle, reached by tramcar, stands upon an eminence commanding grand views of the city and harbour. The Plaza de Armas, the starting-point of the two principal shopping streets, contains the Town Hall and La Fuerza, an ancient fortress. The seventeenthcentury cathedral and a sixteenth-century Dominican convent are near. Vedado, the finest of the suburbs, is reached via the Malecon, a handsome sea-wall roadway.

The sights include the exciting game of Jai-Alai (pronounced

high-a-lie), as it is played in the Basque Province.

The main industries are sugar, cigar and cigarette making, textile mills, brewing, packing and canning, bottling, the manufacture of cement, tiles, toilet articles, pharmaceuticals, also furniture, leather and shoes. There are machine shops and foundries.

Landing:—Usually alongside.

Mail steamers of the P.S.N. Co., maintain a service from Liverpool (transit 13 days); a weekly service from New York is supplied by the United Fruit Co. Line. A freight car ferry or sea train service has been inaugurated between New York and Havana and New Orleans. There are regular passenger services from Continental ports, and during the winter season calls are made by numbers of touring steamers.

A short sea passage (12 hours) from Havana can be made thrice a week by Peninsular and Occidental steamer to Miami (Florida East Coast Rly.), and Seaboard Airline Railroad (silver fleet). There are 20 planes a day to and from Miami

Guide Books:—There are several locally produced guide-books to the city and to Cuba generally. The best of these are produced by the Cuban National Tourist Association. The "Blue Guide to Cuba," and "Motor Touring Guide to Cuba," are both good. The latter, an official handbook of the Automobile Club of Cuba, is particularly useful, for it gives details of all the best excursions from Havana.

Conveyances:—The taxi service is cheap and convenient; short rides within the city—Zone 1, in which are most of the big businesses and hotels—cost 30 cents for 2 persons, and 10 cents for each additional person. Cars can be hired by the hour at low charges. Motor-buses are run on a basis of 8 cent fare.

British Embassy, 9th floor, Edificio Bolivar, Capdevila 101.

British Chamber of Commerce, Room 420, Royal Bank of Canada

Building, Aguiar and Obrapia, Havana, (Apartado Postal 2642).

All America Cables & Radio, Inc., Cuba 66, Esq., O'Reilly. Branch office: Lonia del Comercio, Sgundo Piso. Manzana de Gomez, entrance Calle San Rafael. National Hotel.

Cable and Wireless (West Indies) Ltd., Obispo 351.

Banks:—The Chase National Bank of the City of New York; the Royal Bank of Canada; the National City Bank of N.Y.; Bank of Nova Scotia; First National Bank of Boston.

Hotels:--Rates for Room with Bath. European Plan, meals extra.

				U	.S.\$
				Single Room	Double Room
Nacional de (18.00-20.00	23.00-30.00
*Comodoro Y	acht C	llub	 	 17.00-19.00	23.00-25.00
Plaza			 	 8.00— 9.00	12.00-14.00
Presidente			 	 8.00- 9.00	13.00-20.00
Royal Palm			 	 6.00- 8.00	8.00-12.00
Sevilla-Biltmo	re		 	 10.00—	16.00—
Vedado			 	 5.00 8.00	7.50-12.00
*The only h	notel w	vith a no		J	7.50 12100

During the height of the winter season (January-February) prices may be somewhat above these figures. During the summer the charges are generally considerably lower.

In addition to the above there are numerous others offering good accommodation. The list is fairly representative of rate scales and types, and all are located in the heart of Havana proper, excepting the Nacional, which is on the edge of the city, and the Presidente, and the Vedado, which are in the residential part of suburban

523

Vedado. A complete list of hotels, and their listed prices, can be obtained by writing to "The Cuban Tourist Commission," Habana, and asking for a copy (free) of the "Hotel Directory of Cuba."

Boarding Houses:—There are a limited number of well-managed boarding houses in Havana catering for Americans. Rates are about the same as those charged by the American-plan hotels.

Golf: -- Havana Country Club (private); Rovers Athletic Club (British); Havana

Biltmore Club (private).

Excursions:-MARIANAO, ten miles west by rail or tram, with its beach, La Playa, is reached through a tunnel under the Almendanes river. Other excursions can be made to MATANZAS, sixty miles east by rail, near Yumuri Valley, Caves of Bellamar. Hermitage of Montserrate. ISLE OF PINES, train to Batabano and steamer (daily except Mondays, 80 miles) to Nueva Gerona. Two planes daily. The Central Highway of Cuba, and other good roads, offer many attractions to those who travel into the interior by motor car. A bona-fide tourist may enter his automobile in Cuba free of all duty. He is required however, to sign a declaration

automobile in Cuba free of all duty. He is required, however, to sign a declaration at the Customs promising (1) to re-export the automobile within a period of 180 days from the date of entry; (2) not to sell or transfer ownership of the car without notifying the authorities so that the proper duties and taxes can be determined and collected. At the time of completed entry the tourist receives a free temporary special license permitting him to run his car for 180 days in Cuba. (Note: Entry of commercial traveller's automobiles to be used for business purposes is subject to quite different regulations.)

Clubs and Societies:—There are a large number of Freemasons, and there are Lodges in all communities.

The Automobile Club has a large membership and a palatial clubhouse in Hayana.

The Vedado Tennis Club and the Country Club are important social institutions. The Yacht Club has headquarters at Marianao, the fashionable sea resort. The Union Club has an influential membership; the Jockey Club, the Athletic Club, the Casino Español, the Casino Español, the Casino Español, the Automobile Club, the National Society of Veterans (of the Cuban Army), and the Description of the Cuban Army), and the Description of the Cuban Army in the Description of the Description of the De the Rotary Club are all important. The American Club has a residential clubhouse,

of two storeys and a roof garden, in Havana.

There are two Clubs organized by English-speaking women, the "Women's Club" (initiation \$2.00, dues \$8.00 per year) and the "Mother's Club" (dues \$5.00 per

year).

The Cuban public is very sport-conscious, and all branches of athletic and com-petitive sports have a large following. Public attendance is large at such games as baseball, soccer, and jai alai, while all during the year competitive meets in boxing, prize-fighting, horse racing, swimming, rowing and yachting, attract a large number of people. Facilities for athletics of all kinds are offered by various Clubs in and around Habana.

Santiago de Cuba, capital of Oriente Province, and second oldest city in the island, was founded by Velazquez in 1514. It has a population of 140,000. Santiago, 600 miles from Havana by Cuba Railroad, is also reached by road or daily plane. The approach by water is through a harbour entrance 180 yards wide, beneath the battlements of Morro Castle upon the summit of a rocky point 200 feet high. The seaward side of the promontory is precipitous; on the inner face, a long flight of crumbling steps, hewn out of the rock, leads to the water's edge.

Opposite Morro on the left is La Socapa, and within the harbour behind the Morro is the Estrella Battery. Beyond, on the left, is Cayo Smith (Smith Key), a small island once held by the British. It is a home of fisherfolk and pilots, and its red-tiled houses and small ruined chapel are picturesque. In a cove nearby Hobson sank the "Merrimac." Farther up the harbour is Cayo Ratones, and a small island, formerly the magazine for the ships of the Spanish Navy. On the right shore, amidst a grove of coconut trees, is the coaling station of Cinco Reales. Opposite are the summer homes of Santiago merchants.

Santiago Cathedral, the largest church in the island, is in the Hispano-American style, with two towers and a dome. The nave

is very wide, and the side chapels are rich in marbles and fine mahogany. The principal shopping streets are San Tomás, Enramadas, and Marina. There is a fine view of the harbour from the head of Marina Street. The Alameda is a popular avenue and drive in the lower part of the city, along the bay. The railway station on this avenue, to the north, is a handsome, concrete structure.

The town is the second most important commercial city on the island, and has a number of flourishing industries. Iron ore and

manganese (at Cristo) are mined in this area.

Handgalese (at Cristo) are finited in this area.

How Reached: —Plane, train, bus from Havana. Santiago express leaves Havana nightly, 10.34. Reaches Santiago, 6.10 p.m. next day. Week-end ticket, from Thursday to Wednesday. No dining car, but hot meals served from buffet. Buses leave 3 times daily. Daily air service from Havana. Time, 4 hours.

Hotels:—Casa Granda (\$1.75-5, summer and winter, single, excluding food);

Imperial; Venus.

All America Cables & Radio, Inc., Aguilera 151. Cable and Wireless (West Indies) Ltd., Aquilera Baja 113/115.

OTHER TOWNS.

Antilla, on the north coast of Oriente Province, a northern terminus of the Cuban Railroad, has extensive docks with deep water, in an admirable natural harbour, Nipe Bay. The City is on a promontory jutting from the north into Nipe Bay. Population, 5,786. Principal export, sugar.

Hotel :-- Comercio.

Batabanó, on the south coast, 36 miles by rail or road from Havana, is the port of departure for the Isle of Pines (80 miles). The actual port is at Surgidero, one mile from the city. There is a regular tri-weekly service of steamers to the Isle of Pines. are fished off this port, and giant turtles are caught. Population, 3,177.

Hotels: -- Cervantes : Dos Hermanos.

Bayamo, is in the Province of Oriente, 80 miles from Santiago de Cuba, and 25 miles from Manzanillo. It can be reached either by rail or Central Highway. Its population of 16,161 is dependent upon various agricultural industries, for the town lies at the heart of a great cattle raising district.

Hotels:—Telegrafo, New York.

Camaguey, population 155,827, is 350 miles by rail from Havana, 250 from Santiago, and 45 from Nuevitas, its chief port. The capital of its Province, and one of the most picturesque of Cuban towns, it has many medieval buildings. It lies at the centre of a large cattle farming and agricultural district, and is an important distributing point. It lies on the Central Highway, and branch railway lines run to Nuevitas and to Santa Cruz del Sur, the centre of the south coast timber industry.

Hotels :- Gran Hotel; Plaza; Colon; Residencial.

Cardenas, population 37,059, is on the north coast 109 miles by rail from Havana and 41 from Matanzas, in a sugar-growing district. In commercial importance the port ranks fourth in the island. short distance away is the summer resort, Varadero, where the water changes from a deep indigo blue to a lovely emerald green and the gleaming sands look like gold dust. Exports sugar and

525

sisal fibre.

Hotel :- La Dominica.

Ciego de Avila, in the Province of Camagüey, 17 miles from the port of Jucaro, on the southern coast, is 315 miles from Havana by railway or Central Highway. Population, 23,802. The town is a railway junction in the heart of a big sugar growing district.

Hotels:-Plaza, Rueda, Sevilla.

Cienfuegos, 230 miles by rail from Havana, sugar port, is a modern city on the south coast, picturesquely laid out, and the third most important commercial city in Cuba. It has a magnificent bay, 20 miles long, and one of the finest plazas on the island. The Castillo de Jagua, near the entrance to the harbour, is a relic of old Spain, erected as a protection against the pirates of the Caribbean Sea. The bay gives views of the Trinidad Mountains, which rise 3,000 ft. Population, 94,810. There are excellent facilities for sport of all kinds, including yachting, tennis, and bathing. A road, 27 miles long, connects with the Central Highway. The neighbouring territory is wholly agricultural, producing sugar, coffee, tobacco, and cattle. Not far from the town is the Arnold Arboretum, where Harvard students are trained for tropical work.

Hotels:—Bristol, San Carlos, Pasacaballos Club.

Cable and Wireless (West Indies) Ltd., Electra House, Marti 21 Esquina Sta.

Clara.

Guantanamo, a considerable sugar centre, 20 miles inland from its port, Caimanera (in Guantanamo Bay), is the U.S. naval station in south-eastern Cuba. It is 41 miles from Santiago, whence it may be reached by road, rail, or plane. Population, 42,423.

Hotel: - Washington.

Manzanillo, population 36,295, standing on the Gulf of Manzanillo, in the south-east of the island, is 487 miles by rail from Havana, and 112 from Santiago. The town is commercially important and is reached by regular coasting steamers. Its situation is low, and its climate hot. Exports: Sugar and molasses.

Hotel :- Inglaterra.

Matanzas, a sugar port of decreasing importance, is on the north coast, 63 miles east of Havana, and has a good sheltered harbour. Population, 54,844. The town is well laid out, with handsome plazas and boulevards; the Paseo is one of the features. The Bellamar Caves, on a plateau, 1½ mile away, are of a wonderful crystalline formation, with narrow passages and a "Gothic Temple" hall, 250 ft. by 80 ft. The view of the Yumuri Valley from the Hermitage of Monserrate, on top of the hill, makes a magnificent prospect. Miguel de los Banos, a popular spa, with good hotels is 30 miles away. A free port zone was created in 1934. It can be reached from Havana either by rail or by the Central Highway. There is an important rayon factory.

Hotels :-- Velasco, Luz, Yara.

Nueva Gerona, upon the Isle of Pines, a port due south of Havana, is approached by steamer from Batabano and plane direct from Havana. Bathing, boating, fishing, and motoring through the groves of fruit trees and fields of pineapple are the attractions offered to travellers. Population, 2,935.

Hotels :- Isle of Pines ; Virginia.

Nuevitas, on the north coast in Camagüey Province, in the eastern half of the country, has a large and thoroughly sheltered bay. Pastelillo, the terminus of the Cuba Railroad, and Puerto Tarafa, the terminus of the Cuba Northern, are on the outskirts of the town. Together the ports handle the large part of the sugar crop. Population, 11,303. Chrome ore is mined in the district.

Hotels :- Palmero, Ouinta, Miramar.

Pinar del Rio, famous for the best cigars and Vuelta Abajo leaf tobacco, is 107 miles by rail or Central Highway westward from Havana. It lies on a gentle slope which stretches away 20 miles south-west to the Caribbean. The population is 26,241. A visit should be paid to Viñales, 17 miles by road, to see the unique scenery of the deep Viñales Valley.

Hotel :- Ricardo.

San Diego de los Baños, near Paso Real railway station, is about 40 minutes by motor from Havana. The sulphur springs are of high repute. The social season is from mid-June to mid-September. Hotels :-- Mirador, Saratoga.

Sancti Spiritus, population 104,578, is 240 miles by rail or Central Highway from Havana; a centre of the cattle, sugar, and tobacco trades.

Hotel:-Perla de Cuba.

Santa Clara, capital of its province, and important as a sugar and tobacco centre, is 180 miles east of Havana by United Railways or Central Highway. The city is served also by rail to Cienfuegos (41 miles), its port. The city is beautifully situated 367 ft. above sea level, encircled by weathered and rounded hills of coral rock. It has an attractive central park, faced by hotels and public buildings. The population is 122,241. The railway to Trinidad passes through the finest scenery in the island, and the trip is well worth while for the views alone.

Hotels :- Santa Clara, Central.

Trinidad, a very picturesque old city founded in 1514, is the centre of a rich agricultural region. It is reached by train (45 miles) from Santa Clara, through romantic mountain scenery and along the navigable Agabama river. Trinidad is nearly 1,000 ft. above the sea, 3 miles away, and the climate is delightful. The house in which "Stout Cortés" lived is still standing. Population, 15,453. The house in Hotels: -- Canada, La Ronda.

PHYSICAL FEATURES.

Cuba, the largest island in the West Indies, has an area of 44,218 square miles, and a length, east to west, of 759 miles. The general width of from 50 to 60 miles leaves no point far from the sea, and the coast has a remarkably large number of good harbours and anchorages. As the island lies across the entrance to the Gulf of Mexico, these roadsteads make Cuba of great strategic importance. The coast line exceeds 2,000 miles. At its nearest point, Cuba is only 90 miles from Key West, Florida.

The six provinces are Havana, 3,174 square miles; Pinar del Rio, 5,212 square miles; Matanzas, 3,260 square miles; Santa Clara, 8,260 square miles; Camagúey, 10,070 square miles; Oriente, 14,188 square miles.

Pinar del Rio Province, in the west, is rich in minerals and grows

CUBA, 527

the finest tobacco, especially in the Vuelta Abajo district. The foothills and valleys of the Cordilleras de los Organos are highly productive. Havana province is thickly settled, with flourishing plantations and farms and many prosperous towns. Matanzas province is highly cultivated, notably with sugar, and well populated. The Yumuri Valley, a reserved area of rich tropical scenery, and the mammoth caverns of Bellamar, attract thousands of tourists. Las Villas Province, also known as Santa Clara, has large sugar and tobacco plantations, and rich grazing lands. Cienfuegos, the chief port, has a harbour eleven miles across. Santa Clara, Sancti Spiritus, and Trinidad, are important and historic cities. The character of the country changes rapidly farther east. Camagüey has sugar plantations, rich grazing lands, important forest areas, and large fruit farms.

The province of Oriente has sugar and other plantations and an important fruit industry in the north. The Baracoa region is famous for natural wonders, cascades, limestone caverns, and petrified remains. There is a group of ports on the north coast in a large tridented bay: Banes, Antilla (the north-eastern terminus of the trunk railroad with fast steamers to New York for fruit and tourists), Nipe, and Cabonico. The southern area of Oriente is heavily wooded and mountainous with the Sierra del Cobre, and virgin forest extending over many rugged peaks of the Sierra Maestre, which are piled in a rugged, picturesque barrier near the coast. Santiago, the capital, and Guantanamo, are based on enormous land-locked harbours shut in by mountains. Mount Pico Turquino, 8,400 ft., the highest point in the island, is in this province.

The Isle of Pines, 80 miles off Batabano, on the south-western coast, is reached from Havana by train to Batabano and on by overnight steamer; or by plane. The island, of 1,180 square miles, has a population of 10,165, chiefly occupied in cultivating grape fruit and winter vegetables. The soil is largely owned by American citizens.

The climate is equable and generally healthy, with 60°-98° Fahr. as the extremes of temperature. Stringent sanitary reforms have made Cuba one of the healthiest countries in the world; it is now the most fashionable winter resort for Americans.

The heat in Cuba is tempered by the prevalence of the North-East Trade Winds, and the midday summer heat gives a lower average than in similar latitudes on the mainland. The nights are generally cool. The summer rainy season, from May to October, is marked by heavy thunderstorms, and periodic deluges with intervals of brilliant sunshine. The rainfall averages 50 in. annually in coastal regions, 60 inches in the interior.

The cooler dry season, which is not rainless, runs from November to April. This is the best time of the year for a visit.

The official census of 1953 gave the population as 5,814,112, of whom about 201,177 were foreigners. The majority of the inhabitants are of the white race, descendants of Spanish colonial settlers and immigrants. Along the sea-coasts and in certain Provinces (Oriente in particular) there are many Negroes and mulattoes. Habana, the capital and by far the most important

commercial city, has a cosmopolitan population including considerable numbers of Americans, Central Europeans, Spaniards, Hebrews, Chinese, and other nationalities. There is a large inflow of visitors in the months November to March. A fourth of the population lives in Havana Province, which has 7 per cent. of the land area. There are about 200,000 visitors a year.

GOVERNMENT.

The preamble of the constitution of 1901 declares the country an independent sovereign State under the Republican form of government, exerted by three powers, Legislative, Executive, and Judicial. Certain legal servitudes upon her sovereignty were abrogated by a fresh treaty with the United States in May, 1934, under which Cuba received untrammelled political freedom. A new constitution was promulgated in 1940. The State is given almost limitless power to intervene in industry, commerce and agriculture; power for the sub-division of estates is given, equality of rights for coloured people and whites provided for, as well as old age insurance and a 44½ hours working week. It also provides for a parliamentary system with a Premier appointed by the President. Women have votes.

Legislative power is exerted by Congress—the House of Representatives of 118 members elected for four years, and a Senate of six members from each province, sitting for eight years.

The president is elected for a term of four years, without right of re-election until eight years have elapsed.

The Supreme Court is in Havana. There is a Court of Appeal at the capital of each province. The provinces are divided into judicial districts, each with judges for civil and criminal actions. In addition, there is in each municipality a corrective court for minor offences.

Article 24 of the Civil Code guarantees foreigners the same rights as Cubans in respect to law, property, and protection of interests.

All religions enjoy an equal status. There is no State church. Roman Catholics largely predominate.

The language is Spanish, but English is widely understood.

In March, 1952, General Fulgencio Batista deposed the President and formed a new Cabinet, directing the Government as its Prime Minister. Congress has been suspended.

NATURAL RESOURCES.

Cuba is much the most important single source of cane sugar. The situation is especially favourable, the cost of production is fairly low, and the technical equipment in the more modern of the 156 sugar mills is first class. The chief sugar districts are Oriente, Camagüey, Santa Clara, and Matanzas. The planters are known as "colonos," and usually work from 600 to 3,000 acres. The success of the crop

depends largely upon the climate during the months September to November. The sugar grinding season extends from mid-January for four to six months. The sugar land under cultivation is over 3,543,000 acres. Sugar, molasses, and syrups account for more than 90 per cent. of the total exports by value.

Sugar refining is carried on by American companies for the domestic and export markets, but the larger part is exported unrefined in bags of 325 lb. each. Some 57 per cent. is exported to the States. Home consumption is about 250,000 long tons of sugar and 96 million gallons of molasses.

In 1952 the unrestricted production was 7,963,689 short tons (6,348,368 short tons in 1951), besides 405,000,000 gallons of black-strap molasses. In 1953 Cuba produced 5,686,966 short tons of sugar and 278,274,000 gallons of black-strap molasses. Export, 1951—5,281,088 tons; 1952—4,859,984 tons. Value of sugar export, 1951—\$675,192,000; 1952—\$537,300,000; value of molasses export, 1951—\$40,600,000; 1952—\$39,700,000.

Associated with the sugar industry is the manufacture of industrial alcohol (136 million litres) and spirits from molasses. Alcohol, brandy, and rum are exported.

Cuban tobacco, especially in the form of Havana cigars, enjoys a unique reputation. The Vuelta Abajo leaf, grown in the western part of the island and employed principally in Habana factories, is the most famous. Vuelta Arriba (from Pinar del Rio) or Remedios (mainly Las Villas Province) is the most largely exported. Very many grades of each are recognized. The crop is planted in early November and harvested in early January, when it is stored in sheds to dry; thereafter to be sorted, packed, and prepared. Probably 46 per cent. of the crop is used at home, and 83 per cent. exported to the United States. Dry seasons reduce the quantity considerably but improve the quality. Production was 74.7 million pounds in 1952.

The exports of tobacco and tobacco products in 1952 were valued at \$40,361,523. This was made up of 37.8 million lb. of leaf, 37.6 million cigars and 24.3 million cigarettes. Tobacco is 6.3 per cent. by value of total exports.

Fruit and Vegetables, ranking next in commercial importance to tobacco, are grown largely for the United States market. Grape fruits in the Isle of Pines, for example, ripen earlier than upon the mainland, and so find ready sale. Vegetables, mostly from the Provinces of Habana and Pinar del Rio, are shipped from November to May. The entire crop is handled by the port of Havana. Tomatoes are the largest item (70 per cent.).

Pineapples are exported fresh, canned, or brined. Oranges, bananas, grape fruit and avocadoes are also exported. About III million lb. of fruit and vegetables are processed annually.

Coffee growing, once a source of wealth, especially in the eastern half of the island, does not now meet local needs. About 150,000 acres are planted, yielding, in 1951-52, 460,000 bags of 60 kilos. Local consumption is 580,000 bags.

Cacao is grown in the provinces of Oriente and Santa Clara. Annual production is 6.5 million Spanish pounds. There are small exports of cacao products.

The rice crop is about 170,000,000 lb., or 20 per cent. of what is required. Cuba produces 95 million lb. of beans, and consumes 215 million lb. It usually grows enough maize for itself, but has to import potatoes to supplement the crop.

Cuba is 90 per cent. dependent on imported fats and oils. Castor oil production is normally 1,000,000 lb. About 2,100,000 lb. of

peanut oil are produced.

Henequen is planted upon some 37,800 acres, and there remain a million acres suitable for this crop. The production of raw henequen fibre is about 35,300,000 pounds. Two-thirds of this production is in the Mantanzas-Cardenas area, on the north coast of Mantanzas Province, some 60 miles from Havana. About 8,000 m. tons of rough fibre and 500 m. tons of finished products (cord, twine, and rope), are exported each year.

Bees find abundance of flowers throughout the year, and the honey harvest is probably 9.3 million lb. About two-thirds of this

is exported.

There are 4,600,000 head of **cattle** in Cuba. The succulent parana grass is practically inexhaustible, and there are large ranches in the eastern districts, though cattle and horses are also raised in the other provinces. There are 587,483 horses, 83,995 mules, 2,497 asses, 669,373 hogs, and 114,386 sheep. Annual slaughter is about 900,000 beef cattle and 235,000 hogs.

There is a considerable production of milk, butter, and cheese, but there are imports of all three. Two milk condensing factories supply part of the local consumption. Cuba is largely self sufficient

in meat, with the exception of pork.

Sponge fishing is centred on Batabano, on the south coast of Havana province. Production has fallen from 13 million in 1930 to about 480,000. Turtle shell and mother-o'-pearl are also exported.

Timber:—About one-sixth of Cuba can be termed forest land, and the best of it is in the provinces of Camagüey and Oriente. The principal and most valuable Cuban woods are: Cedar, mahogany and "majagua" (of the linden family).

The cedar wood, used for cigar boxes and pencils, is locally produced. There are about 15,000,000 acres of forests rich in hard and cabinet woods, many of them resistant to white ants.

Local lumber production is about 21½ million board feet. Some is exported. Cuba imports some 50 million board feet.

MINERAL WEALTH.

Most of the minerals are exported. Value of exports, 1952—\$23.6 million.

Copper:—There are mines at Matahambre and Pinar del Rio. Production is at the rate of 20,000 m. tons of fine copper annually. Almost all the copper is exported to the U.S.A. in concentrates. Export was 70,031 m. tons, value \$7,018,181 in 1950, and 72,716 m. tons, value \$8,498,500 in 1951.

Manganese:—Cuba now ranks next to Brazil among South American republics as a producer. Production of metallurgical manganese ore is at the rate of 25,000 long tons a month. Exports (mostly to the U.S.) were 86,372 m. tons of ore, value \$2,084,794 in 1950; and 151,690 m. tons, value \$4,680,000 in 1951.

Iron deposits are said to amount to 3½ billion tons, of which 93 per cent. are natural alloy ores. About 90 per cent. of these ores are held in reserve by U.S.A. steel companies. Ores are said to average 1.75 per cent. chromium. Monthly output of iron ore is about 15,000 long tons. Nickel production is about 2.3 million pounds a month.

There is a large production of refractory chromite and a certain amount of metallurgical chromite. Export of refractory chromite, 1950—117,358 m. tons, value \$2,212,109; 1951—91,005, m. tons

value \$1,244,700.

Other minerals produced and exported are barite, silica, lead-zinc concentrates, and gold.

Petroleum:—Present production of petroleum products is confined to natural gasoline at Motembo, 68,000 barrels or so; light-gravity oil at Jarahueca, about 37,800 barrels; and asphalt from small mines in Pinar del Rio and Santa Clara. Asphalt occurs throughout the island, and hard asphalt from the Bay of Mariel is exported to England for roadway use.

There are 24 official sea-salt works in operation, and there is some clandestine production. The annual production is between 160

and 180 million pounds.

INDUSTRIAL DEVELOPMENT.

Local Industries may be divided into two groups. (A) Those using native grown materials. (B) Those using imported raw materials. Group A includes cigars and cigarettes, sisal rope and twine, furniture, jerked beef, dairy produce, canned fruits and lobster, cement, bricks and tiles, alcohol and rum, soft drinks, sponges, and starch. The distilling industry is increasing rapidly. A new vegetable oil industry is concentrated mainly in peanut and castor oils.

Group B includes paint, soap, perfumes, toilet preparations, hats (straw and felt), paper and cardboard, tin containers, hosiery and knit goods, cotton goods, matches, clothing, boots and shoes (native hides are used only for soles), aluminium ware, biscuits, mineral waters (made with imported essences), cotton piece goods (greys and denims), blankets and towels, breweries. Rayon goods are woven and knitted in two factories. Rubber tyres, tubes, and footwear are manufactured. Cotton-textile mills (40,600 spindles) supply 70 per cent. of Cuba's requirements. One factory turns out rayon (viscose) yarn.

Group A is heavily protected by import tariffs, embargoes and quotas, and Group B is often permitted to import its raw materials

free of duty.

Over 95 per cent. of Cuba's electric energy (excluding production

by the sugar companies) is supplied by the Cía Cubana de Electricidad. K.w.hs. sold in 1952 were 774.7 millions.

		IMPORTS.		EXPORTS.
			U.S. Current	
1949	 	 \$451,390,000		\$578,307,000
1950	 	 \$416,636,262		\$642,049,295
1951	 	 \$640,215,000		\$766,140,000
1952	 	 \$618,300,000		\$675,345,000

In 1952 the U.S.A. supplied 74.6 per cent. of the imports, and took 60 per cent, of the exports.

Roads and Railways: - The principal railways are the Western Railways of Cuba and the Cuba Railroad. The former railway has 1,908 miles of line and its system covers Pinar del Rio, Matanzas, Havana, Santa Clara, and a district west of Santa Clara. The latter has 1,320 miles, serves the provinces of Santa Clara, Camaguey and Oriente, and conveys three-quarters of the sugar crop. The public railways have 3,500 miles in operation.

The 700 miles long Central Highway from the western extremity, Cape San Antonio, runs to Santiago in the east, with branches to the several ports. It runs through Pinar del Rio, Havana, Matanzas, Santa Clara, Camagüey, and Santiago de Cuba. There are 2,390 miles of highway in Cuba (2,000 with paved surfaces) and 1,500 miles of cart roads.

CURRENCY, WEIGHTS, AND MEASURES.

The circulating media are silver coins, silver certificates backed by a reserve of silver coins, and American currency. The coins in circulation are the silver peso, silver coins valued at 40, 20 and 10 centavos; and nickel pieces of 1, 2, and 5 centavos. Cuban paper money, redeemable in silver, is in denominations of 1, 5, 10, 20 and 50 pesos. Cuban silver and paper money is nominally at par with United States currency.

The metric system is in use generally, but the following measures are employed, chiefly in the sugar industry:-

Solid. British, I pound Spanish, I arroba British, I ton Cuban, I quintal (4 arrohas).	Equivalent. 16 ozs. 25 lb. 2,240 ,, 100 ,,	Metric. 460 grams. 11.50 kilograms. 1,030.61 kilogs. 46.01 "
Liquid. American, I gallon	Equivalent.	Metric.

Cuban, I bocov 175 American gallons 662.40 Cuban, 1 pipa 126 476.93 Linear.—Cuban, I caballeria = 324 cords, 33.16 acres, or 13.42 hectares. Spanish, I vara = 33.4 inches.

THE PRESS.

The principal Dailies are:—"Havana Post" (in English), "Diario de la Marina," "El Mundo," "El Crisol," "Avance," "El Pais," The "Gaceta Oficial" is the official gazette.

Weeklies:—"Bohemia," "Carteles."

Monthly:—"Social," "Grafos," "Neptuno," "Cuba Importadora e Industrial," "Cuba Automovilista," and many others.

POSTS AND TELEGRAPHS.

The telephone and telegraph systems are very well developed. Cable & Wireless (West Indies) Ltd., places Cuba in telegraphic communication with all parts of the world through its offices at Cienfuegos, Havana, and Santiago. All America Cables and Radio Inc., provides communications with all parts of the world through its stations at Havana, Santiago and the U.S. Naval Station, Guantanamo Bay. There is a telephone service to and from Britain.

Outward mails are dispatched via the United States, and the service is the same as to the United States. Homeward mails due about three times a week. Postage: from U.K., 4d. for one ounce, and 2½d. each ounce after. From Cuba to U.S., 3 cents per ounce or fraction thereof; air-mail, 10 cents per dounce to the U.S.A. 26 cents to Europe.

Air Mail from the U.K. is sent via the U.S.A., see page 28.

Broadcasting:—There are many broadcasting stations, of short and long waves, with very attractive programmes, artistic and educational. There are two television stations in Havana.

NATIONAL PUBLIC HOLIDAYS.

January 1: New Year.

February 24: Revolution of Baire, 1895. May 1: Labour Day.

May 20: Anniversary of the Proclamation of the Republic (1902).

October 10: Revolution of Yara, 1868.
October 12: Anniversary of the Discovery of America, 1492.
December 7: National Homage to those who died for the Independence.
Christmas Day, Good Friday, and Maundy Thursday (half-day).

Guidance for Travellers.

Visitors to Cuba must have a valid passport and a visa from the nearest Cuban Consulate. A visitor from Britain no longer needs a visa for a short stay. When he arrives in Cuba the visitor should have a visa or an entry permit for travelling to another country or a re-entry permit to his own country.

Commercial visitors from the United Kingdom are required to register with the police authorities and, if remaining in Cuba for more than ninety days, to take out a Foreigner's Carnet of Identification, for which there is a small charge. Such visitors may stay in Cuba for six months and may secure an extension for a further six months.

Travelling representatives are not required to pay any tax or licence provided that they do not establish an office or place of business. Travellers usually work with their firm's local agents and use their offices; this practice is strongly recommended.

A recent decree requires all foreigners visiting Cuba for the purpose of selling merchandise on behalf of their principals to register at the Ministry of Commerce. Registration will be gratis. The Ministry will issue a Certificate of Inscription

The Board of Trade issues "Hints to Business Men visiting Cuba, the Dominican Republic, and Haiti." It is sent free on application to Horse Guards Avenue, Whitehall, S.W.1.

Health.

No extraordinary precautions or safeguards are necessary for the preservation of health, but some residents consider it desirable to be inoculated against typhoid fever. Malaria is common in many parts of Cuba. It is important, however, to exercise care in the selection of foodstuffs, especially green vegetables to be eaten in an uncooked state. Drinking water also should be selected with care. Some foreigners prefer to drink only bottled water, which is available at \$0.40 per 5 gallon container. Domestic and imported mineral waters are also available. In general new arrivals should adopt those living habits and customs deemed most advisable by other foreigners long resident in Cuba.

Clothing:—Men: Linen, white drill, cotton and silk, palm beach, and cotton suitings are by far the most popular materials for men and are worn with comfort in the Cuban climate. White clothing is considered appropriate for both day and evening wear. During the four winter months light-weight woollen and tropical worsteds are in vogue. Straw hats are worn for about eight months of the year, and during the winter months many light felt hats are seen.

A CUBAN CALENDAR.

- 1492. Columbus on his first voyage discovers Cuba, which he named Juana: named Cubanacán by the natives.
- 1511-24. Diego Velazquez founds settlements.

- 1516. Las Casas arrives in Cuba as "Protector of the Indians."
 1519. Havana founded.
 1762. Havana captured by the English under Lord Albermarle and Admiral Pocock.
 1763. Havana restored to Spain by the Treaty of Paris.
 1818. Cuba opened to the trade of the world.
 1850. Invasion by General Lopez and a body of Americans.
 1854. Purchase of Cuba recommended by United States envoys.

- 1868-78. Rebellion against Spanish rule.
- 1886. Slavery finally abolished.
- 1895-98. Further rebellion against the Spaniards.
 1898. U.S.A. battleship "Maine" blown up in Havana Harbour; Havana occupied by United States troops. First Cuban autonomous Congress opened by General Blanco.
- 1902. Cuba declared an independent Republic.

- 1902. Permanent treaty between Cuba and the United States signed.
 1906. Rebellion headed by General Gomez.
 1906-08. Intervention by United States at the request of President Palma.
- 1909. Inauguration of the second Republic.
- 1917. Cuba declared war on Germany.
- 1925. United States relinquishes claim to Isle of Pines.
- 1941. Declaration of war on the Axis.

Cuba has an Embassy at 20 Hyde Park Gate, London, S.W.7; Consuls-General at London (329 High Holborn) and Liverpool; a Consul at Glasgow; and Consular-Agents at Newcastle, Nottingham, and Birmingham. The Ambassador is Dr. Roberto G. de Mendoza.

Great Britain has an Embassy at Havana and a Consulate. There is a Vice-Consul at Santiago de Cuba, and a Consular Agent at Camaguey. The Ambassador is Mr. Wilfred Hansford Gallienne.

The United States Government maintains an Embassy and Consulate General in Habana, and Consulates at Matanzas, Cienfugeos, Santiago de Cuba, Antilla and Nuevitas.

DUTCH GUIANA OR SURINAM.

Communications: - The Royal Netherlands Steamship Co., has a regular 4 weeks' service to Curação. Sailings are made to all Caribbean ports in co-operation with the Surinam Navigation Co. Regular sailings are made to Georgetown and Ciudad Bolivar. Every fortnight a sailing is made from New York and Philadelphia. From the Gulfports a sailing is made to Surinam every fortnight with intermediate Venezuelean ports, while the trip vice versa is every four weeks calling at Curaçao. From and to Europe sailings are made every fortnight consecutively by liners and freighters. Direct loading ports in Europe are Amsterdam, Rotterdam, Hamburg, and Antwerp; cargo is accepted for all European seaports and Rhine ports. Most ships have limited passenger accommodation.

The Alcoa Steamship Čo. Ltd. has a scheduled service comprising a vessel every week from New Orleans and Mobile and two vessels every three weeks from New York and other East coast ports to Surinam. In addition a considerable amount

of non-scheduled vessels are handled for loading bauxite.

The Compagnie Générale Transatlantique serves Surinam with coastal vessels which depart from Fort de France every 10 days. These vessels touch at the Windward and Leeward Islands. Trinidad, British Guiana and Cayenne.

Regular services for passengers are maintained between the West Indies and Europe by the liners Colombia and Antilles and there is further passenger accommodation on a large number of freighters. In connection with The Horn Line they have a regular cargo-service from Europe to Trinidad (about 3 times a month) and the cargo is rerouted to various South American ports via Port of Spain.

The Surinam Navigation Co. has a cargo-service from Paramaribo to Puerto Rico,

Cuba and Haiti. Sometimes other Caribbean ports are called at also.

It has a coastal service from Paramaribo to Nickerie v.v., to Albina v.v., and a local service on the Surinam, Commewyne, Saramacca, and Cottica rivers.

Air Services:—Pan American World Airways has regular services: for passengers once a week New York—Buenos Aires via Paramaribo v.v. calling at various airports in the Caribbean, Friday south bound and Monday north bound. Cargo: flag stop Saurday south bound, Thursday north bound; for cargoes with cargo clippers once a week a flag stop Miami—Rio de Janeiro via Paramaribo

K.L.M. (Royal Dutch Airlines), maintain regular services between Paramaribo and Europe, Venezuela and Curacao. A Convair-service links Paramaribo with Cayenne, British Guiana, Trinidad and Curação also. There are six landings made by K.L.M. per week.

Air France: maintains a regular once a week service with DC-3 planes between Paramaribo and Cayenne, Trinidad, Martinique and Guadeloupe.

Alitalia: has a service twice a week on Thursday and Friday; Rome—Paramaribo—Caracas v.v.

The airport is at Zanderij, 30 miles south of Paramaribo near the railway.

Surinam, or Dutch Guiana, lies on the north-eastern coast of the South American continent, between 1° 50' and 6° 7' N. Lat. and be-

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tween 53° 30′ and 58° 2′ W. Long. To the north it has a coast line on the Atlantic; it is bounded on the west by British Guiana and on the east by French Guiana. Brazil is to the south. Its area, excluding the territories, about which no treaty has been reached, is estimated at 55,000 square miles or about five times the size of the Netherlands.

The principal rivers in the country are the Marowijne in the east, the Corantyn in the west, and the Surinam, the Commewijne (with its tributary, the Cottica), Coppename, Saramacca and Nickerie. The country is divided into topographically quite diverse natural

regions: Lowland, savannah, and highland.

The northern part of the country consists of lowland, with a width in the east of 25 kms., and in the west of about 80 kms. The soil (clay) is covered with swamps with a layer of humus at the bottom. Marks of the old sea-shores are to be seen in the shell and sand ridges, overgrown with tall trees.

There follows a region, 5 to 6 kms. wide, of a loamy and sandy soil, then a slightly undulating region, about 30 kms. wide. It is mainly savannah, mostly covered with quartz sand, and overgrown

with grasses, herbs, shrubs and lighter wood.

South of this lies the interior highland, consisting of hills and mountains, almost entirely overgrown with dense tropical forests and intersected by streams of all sizes. At the southern boundary with Brazil there are again savannahs. These, however, differ in soil and vegetation from the northern ones.

Communication with the interior is mainly by river, but unfortunately their upper courses are often broken by difficult rapids and falls.

The draught of vessels entering the harbour is limited by the bars. At low water springs the clearance over the bar for the Surinam River is 11½ feet, and at high water springs some 20 feet. The Surinam River is navigable 17 miles inland to Paramaribo, and another 21 miles to Paranam. The Nickerie River is controlled by a bar of 6½ ft., l.w.s., and is navigable for 60 miles; the Coppename by a bar of 7 ft., l.w.s., to the Wayombo; the Corantyne by a bar of 9 ft., l.w.s., and is navigable 70 miles inland. The Commewyne up to Casewinica, and the Cottica up to Moengo, are controlled by a bar of 11 ft., l.w.s. The Morowyne river is controlled by a bar of 7 ft., and is navigable up to Albina.

The train service, a I metre gauge railway, was originally intended to open up the gold-fields, but is now chiefly used for carrying agricultural products, timber, and passengers. Trains run daily as far as Republiek (41.2 k.m.); three times a week further to Berlijn (52.4 k.m.); once a week (the so-called gold train) to the goldfields, and three times a week there is a motor-trolley to Kabelstation (133 k.m.); from Monday to Friday from Lelydorp (16.85 k.m.) to Paramaribo and back for daily transport of about 800 school children.

The climate is tropical and moist, but not very hot, since the north-east trade wind makes itself felt during the whole year. In the coastal area, the temperature varies on an average from 73° to 88° F., in the course of the day; the annual mean is 81° F., and the monthly mean ranges from 79° to 83° F., only. The mean annual rainfall is about 92 inches for Paramaribo and 76 inches for the

western division. The seasons are: minor rainy season, November-February; minor dry season, February-April; main rainy season, April-August; main dry season, August-November. None of these seasons is, however, usually either very dry or very wet. The degree of cloudiness is fairly high and the average humidity is 82%. The climate of the interior is similar, with higher rainfall, but few data are available.

The population is about 230,000 (December 31st, 1951). It consists of 2,200 Dutch-born, 850 of various other European nationalities, and 86,000 Creoles (Surinam-born persons of European-African and other descent). The population is to a large extent Asiatic: 70,000 Hindustani, 39,500 Indonesians, 3,000 Chinese, and 2,700 of other nationalities, besides about 2,200 bush Negroes and 3,700 aboriginal Indians living in the forests.

The Asiatic part of the population originally entered the country as contracted estate labourers, but settled in Agriculture or Commerce after completion of their term. Between 1930 and 1939 there was also a free immigration of Javanese families, settled as small farmers.

The only inhabited sections are generally those along the lower courses of the rivers. More than one third of the whole population

lives in the capital.

The language of the country is Dutch. English, Javanese, and Hindi are also widely understood. The native dialect is called

negro English or "talkie talkie."

All religions are equally free before the law. They include Netherlands Reformed, Moravians, Roman Catholics, Lutherans, Methodists, Baptists, Mohammedans, Hindoos, Confucians, Seventh Day Adventists, and the Jewish religion.

Constitution: From 1816 to 1848 Surinam had a Governor-General, but in 1848 Surinam and the then so called Netherlands West Indian possessions (Curação and other islands) were united under one Governor-General residing at Paramaribo, capital of the Netherlands Guiana. Since 1845 Surinam and Curação have been separated and each territory has had a Governor. Formerly Surinam (and also Curação) was a Netherlands colony, but since the amendment in September, 1948, of the Netherlands Constitution, Surinam has been a part of the Kingdom of the Netherlands, consisting of Netherland territory in Europe, the territory of Surinam, and the territory of the Netherland Antilles.

In accordance with the Interim-order ("Interim-regeling") of December 22nd,

1949, set in motion on the 20th January, 1950, Surinam has obtained as a part of the Netherlands Kindom its self-government and a constitution ("Landsregeling van

The Governor, appointed by the Queen of the Netherlands, is the representative of the Queen and also the head of the Surinam Government. The Government, called "Landsregering" is formed by the Governor and a cabinet of ministers to a maximum of nine members. The cabinet of ministers is called "Regeringsraad."

The ministers are appointed by the Governor. They must have the confidence of the Legislative Council, called "Staten van Suriname," to whom they are

responsible.

The Governor is in Kingdom affairs responsible to the Queen.

The Legislative Council (21 members), is the representative body; they are elected by the people (general elections, men and women suffrage) for a 4-year period.

There is also an Advisory Council of 5 members, appointed by the Governor, (and his cabinet).

History:—Although Amsterdam merchants had been trading with the "wild coast" of Guiana as early as 1613 (the name Parmurbo-Paramaribo was already known) it was not before 1630 that 60 English settlers came to Surinam under Captain Marshall. They planted tobacco. The actual founder of the colony was Francis Willoughby, fifth Baron Willoughby, of Parham, governor of Barbados, who sent an expedition to Surinam under Anthony Rowse to find a suitable place for settlement. Rowse was the first governor (1651-1654).

Willoughby visited Surinam from March to May 1652, and from November 1664, to May 1665. Willoughbyland became an agricultural colony with 500 little sugar plantations, 1,000 white inhabitants and 2,000 African slaves. Jews from Holland and Italy joined them, as well as those who originally migrated from Brazil after the final expulsion of the Dutch in 1661, driven by the French out of Cayenne in 1664. On August 17th, 1665, these colonists obtained a special grant from Lord Willoughby, the patron of Surinam, the first of its kind made by an English Government to the Jews. By letters Patent dated June 2nd, 1662, Charles II granted Willoughbyland to Francis Lord Willoughby of Parham and Lawrence Hide, second son of the High Chancellor Edward, Earl of Clarendon, and their heirs and successors. Five years after, on February 27th, Admiral Crynssen conquered the colony for the states of Zeeland and Willoughbyfort became the present Fort Zeelandia. Although the English reconquered the colony on October 18th, 1667, a second expedition under Crynssen regained it again for the States of Zeeland. By the peace of Breda-July 31st, 1667—it was agreed that Surinam should be restored to the Netherlands, while New Amsterdam (New York) should be given to England. In 1682 the States of Zeeland sold the colony to the West India Company, and the States General gave their sanction by granting a charter to the Company. In the following year this company sold two-thirds of the shares to the town of Amsterdam and one-third to Cornelis van Aerssen, Lord of Sommelsdyck, whose heirs in 1770 sold their share to the town of Amsterdam. The colony was conquered by the British in 1799 and remained under British rule until 1802, when it was restored to the Netherlands by the peace of Amiens. It again became a British colony in 1804, and not until the peace of Paris in 1815 was it finally restored to the Netherlands.

Slavery was abolished in 1863.

Paramaribo, the capital and chief port, lies on the Surinam river, 17 miles from the mouth and 214 miles from Georgetown, British Guiana. It has a population of about 80,000. There is a deep water frontage of a mile, wharfed for a small portion with four piers, quays and warehouses the whole length.

Good drinking water is supplied by the Waterworks Coy. There is gas and electricity. Rooms are air-conditioned in some of the hotels and pensions.

Hotels:—Palace; Riverview. Pensions: C. Kersten & Co.; Lashley;

Loerakker; Wittenburg, and Oranje.

Nieuw Nickerie (New Nickerie) on the south bank of the Nickerie

Nieuw Nickerie (New Nickerie) on the south bank of the Nickerie River, 3 miles from its mouth, has a population of about 3,100. The district population is 18,000. It can be reached by vessels of moderate draught, and there are facilities for loading and discharging cargoes. Steamers call weekly from Paramaribo.

Albina, a frontier village, 18 miles from the mouth of the Marowyne River, which forms the boundary between Surinam and French Guiana, is accessible to vessels of moderate size, and has loading and discharging facilities. There are weekly steamers from Paramaribo. Population, 500. Albina is opposite St. Laurent (French Guiana). The population of Marowyne District is 4,800 exclusive of 11,000 bush Negroes and 1,000 Indians.

Totness (population, 1,105), is the largest village in the Coronie District (population, 4,000), one of the smaller districts along the coast between Paramaribo and Nickerie. There is some traffic in small sailing craft. Coronie can now be reached from Paramaribo by road. The main products are coconuts, rice and honey. There is a small coconut oil factory.

Moengo, some 100 miles up the Cottica River from Paramaribo, is a mining and loading centre for the Surinam Bauxite Company, a subsidiary of the American Aluminium Co. Extensive mining is done here. The population is about 2,000. Paranam, another loading centre for the Company, is on the left bank of the Surinam River. It can be reached by moderate draught vessels and by cars. Near Paranam is Smalkaden, where bauxite is loaded by the Billiton Coy.

Agriculture is restricted to some districts of the alluvial coastal zone. This is largely marshy, but is locally traversed by a number of higher sandy ridges more or less parallel to the coast. The sandy soils, if properly drained, are suitable for growing tree crops, peanuts, etc. The marshes mostly have a heavy clay soil; they can only be developed agriculturally after empoldering. Since the polders depend almost exclusively on the tidal effect for adequate drainage they are found along the lower reaches of the rivers. Their clay soils are suitable for sugar cane, rice, coffee, cacao and citrus fruits. The area cultivated is about 64,000 acres.

Surinam grows, for local consumption and not for export; plantains (Musa paradisica L), bananas (Musa paradisica L, subsp. sapientum), pulses, maize in cobs, coconuts, and peanuts. An attempt is being made to grow larger yielding varieties of foreign cacao, and sugar growing, because of the shortage of hands, is being mechanised. There are some imports at present. Production of coffee has fallen away, but there are still some exports (302 m. tons

in 1950; 386 m. tons in 1951; 307 m. tons in 1952).

But the staple food crop and most important agricultural export is **Rice**, of which 57,000 m. tons is grown. It is cultivated on wet, unmanured rice-fields. New varieties have been imported and distributed from the U.S.A. and Indonesia. The heavy clay soils and the climate suit the crop, of which yields of from 3,000 to 5,500 kg. per hectare of paddy are harvested. Export of rice: 1950—4,245 m. tons; 1951—3,658 m. tons; 1952—8,733 m. tons.

Citrus fruits, especially oranges, are the second most important export crop. Production is 50 million citrus fruits of all kinds. Export, 1951—23,850 crates; 1952—96,700 crates.

Cattle breeding plays a small part as yet, for plans for improve-

ment are in the initial stage. At the end of 1951 there were 38,000 cattle, 8,000 pigs, 180 caraboas, 600 horses, 1,000 donkeys and mules, and 4,000 sheep and goats.

Forestry:—Surinam has great timber resources. The Forestry Service was re-established in 1947. More facts about the interior have been obtained by aerial mapping. A Forestry Development programme is being carried out.

A plywood factory and two modern sawmills are in production. Production: saw logs, veneer logs, and hewn squared timber, 1951—110,770 m³; 1952—92,166 m³; hewn sleepers, 1951—4,318 m³; 1952—9,469 m³; fuel wood, 1951—25,000 s. m; 1952—23,000 s. m. Exports, 1952: saw logs and veneer logs—18,386 m³, sawn and planed lumber—2,286 m³; sleepers—8,940 m³; plywood—8,428 m³.

Balata is one of the chief forest products. The production was 172.9 tons in 1950, 269.5 tons in 1951, and 186 tons in 1952.

- MINERAL RESOURCES.

Bauxite or aluminium ore is worked near the Cottica and Para rivers. The Surinam Bauxite Company was the first one to start operations in 1916 at Moengo on the Cottica river. This Company is a branch of the Aluminium Company of America. The mining camp at Moengo has grown into a village with company employees numbering 1,079 males and 19 females; seagoing ships are able to sail up the river to Moengo, 100 miles from Paramaribo—a remarkable trip for tourists in the Alcoa ships. The ore is exported via Trinidad loading station, to New Orleans and Mobile. A second plant of the above-mentioned American company, the "Paramam," is situated at the Surinam river, about 22 miles from Paramaribo. This plant is connected by road with Paramaribo.

In 1942 the Netherlands Company, the Billiton Maatschappij started operating a new plant near the Para river, a tributary of the Surinam river; this plant has access to the Surinam river just below the plant of the Surinam Bauxite Co., and is also connected by road with Paramaribo. Export (in m. tons): 1949—2,128,827; 1950—

2,083,607; 1951—2,678,218; 1952—3,154,782.

The Gold industry, which in former years was a principal source of revenue is no longer important. Production was 201,971 grammes in 1951, and 190,625 grammes in 1952. More than half the production is by two companies. Dredging is done by hand by porkknockers. Export was 140.3 kg. in 1949, 64.8 kg. in 1951, nil in 1952.

FOREIGN TRADE.

Value	in	Million	Surinam Imports	Guilders. Exports
1949			37.8	34.1
1950			39.3	31.5
1951	. :		45.9	39.7
1952			56.5	45.9

INFORMATION FOR VISITORS.

The Postal rates are those of the Postal Union. Cables are sent by wireless from the Government station in Paramaribo. There are also wireless stations at Nickerie, Albina, Coronie, Moengo and the Lawa River (Benzdorp). There are radio telephone services with Holland and many other countries in Europe, with British Guiana, French Guiana, Trinidad, Curaçao and Aruba, and via New York with the United States, Canada and Mexico.

Currency:—The Netherland coins are legal tender. Surinam florin paper notes ranging from 5 Surinam florins are issued by the Surinam Bank and serve as legal tender for all private and government debts. Currency notes of fl.o.50, fl.i. – and fl.2.50 are issued by the Government. U.S.A. \$1.—is equivalent to 1.90½ Surinam florins; £1 sterling to 5.33 S.f. and 1 Netherlands florin to 0.5013 S.f.

The metric system is in general use, but the Amsterdam ell

 $(27_{12}^{12}in.)$ and Rhenish foot $(12\frac{3}{8}in.)$ are also used.

All the newspapers are printed in Dutch. The principal ones are:—"De West," "Het Nieuws" "De Tijd" and "De Surinamer" daily. "Suriname" three times a week. "De Tijd" is a morning-paper and the others are evening-papers.

Consular Corps.:—There are consuls, vice-consuls or consular agents of the U.S.A., Belgium, Venezuela, France, Great Britain, Norway, Portugal, Sweden and the Komisariat Republik Indonesia, all residing in Paramaribo.

ECUADOR

ECUADOR has Colombia to the north, Peru to the east and south, and the Pacific Ocean to the west. Its area has never been measured, but is roughly computed at 133,000 square miles.

The Andes, running from the Colombian border in the north to the borders of Peru in the south, form a mountainous backbone to the country. The axis of this high range has collapsed, making a 250-mile trough whose high rims are from 25 to 40 miles apart. The rims are joined together, like the two sides of a ladder, by eight hilly rungs, and between each rung lies an intermont basin with a cluster of population. These basins, which vary in altitude between 7,000 and 9,000 feet, are drained by rivers which cut through the rims to run either west to the Pacific or east to join the Amazon.

Both rims of the trough or Central Valley are lined with the cones of no less than thirty volcanoes. Most of them are extinct. Chimborazo (20,574 feet), Cotopaxi (19,490 feet), Sangay (17,450 feet), and Tungurahua (16,680 feet) are the most active. Some of the volcanoes, after long sleep, burst into unheralded activity. Most of them were climbed by Edward Whymper in 1880; some have not been climbed since.

East of the Eastern Cordillera the forest clad mountain escarpments fall sharply to the plains—the Oriente—through which meander the headwaters of the Amazon. Peru claimed and annexed, a vast portion of this land in 1942. What remains is of little importance to the economy of Ecuador, for few trails run into it from the intermont basins, and it is inhabited, and that sparsely, by tribes of Indians.

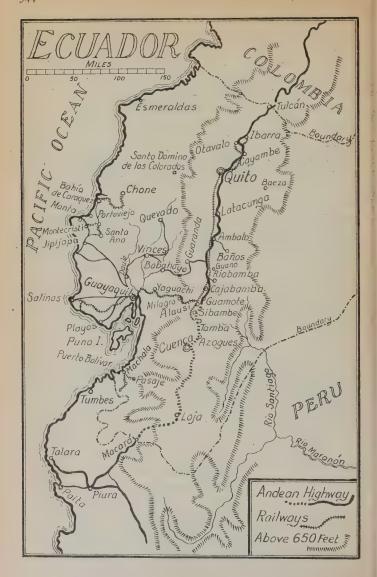
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ECUADOR. 545

Between the Western Cordillera and the Pacific lies an area, 425 miles from north to south and some 62 miles broad, which is part swampy plain and lowland, part low hill land, particularly towards the coast. It is from this area that Ecuador draws what natural resources and minerals she has for export. Guayaquil, the commercial capital of this region, is 288 miles from the political capital, Quito, which lies high in a northern intermont basin. Since the people, the climate, and the economy of the two areas in which these capitals lie are sharply different, each will be considered separately.

The Central Valley: There are altogether ten intermont basins strung along the trough from north to south. There is little variation by day or by season in the temperature in any particular basin: temperature depends on altitude. The basins lie at an elevation of between 7,000 and 9,000 feet, and the range of temperature is from 45° to 68° Fahr. There is one rainy season, from November to May, when there is an average fall of 58 inches. This is enough moisture to support forest, but the soil, which is porous volcanic ash, will only permit the growth of brush, and most of that has been burnt during the long human habitation of the valley. Over half the area is now grassy páramo on which cattle and sheep are bred and subsistence crops raised. What crops are grown is determined by altitude, but the hardiest of them, the potato, cannot thrive above 11,600 feet or so. Two only of the intermont basins raise anything but livestock and subsistence crops: small amounts of sugar and cotton are grown in the deep valleys of the far north basin in which Ibarra lies; and sugar cane is grown in the far south basin in which Cuenca lies. The sole food exports of the valley are cattle on the hoof. These are driven into the coastal plains, there to be fattened and marketed in Guayaguil. The southern basins send a few cattle to

The headwaters of the rivers which drain the basins have cut deep, sharp valleys in the soft volcanic ash which lies thick upon the basin floors. The general level of the Ibarra basin floor is 7,500 feet; the valley bottom in which cotton and sugar are grown is only 2,500 feet above sea-level. Because of these deep river dissections of the basin floors and the presence of the surrounding mountains the scenery

has sometimes been compared to that of North Wales.

Some 55 per cent. of the people of Ecuador live in the rift valley, which contains, apart from Guayaquil, all the important towns, and the vast majority of the valley people, again, are pure bred Indians. It is only at Quito, in the north, and Cuenca, in the south, that there is any considerable number of pure bred Spaniards or mestizos. Most of the land is held in large private estates worked by the Indians, but some of it is held communally by Indian communities. The Indians do not seek profit, are indifferent to commerce, and have no sense of nationality. It is a way of life and an attitude of mind diametrically opposed to the usual commercial set-up we find in the area west of the Andes.

West of the Andes: Most of the coastal region is lowland at an altitude of less than a thousand feet, apart from a belt of hilly land, which runs west from Guayaquil to the coast and trends northwards.

These hills never reach a height of more than 2,500 feet. The climate and vegetation vary somewhat. In the extreme north there are two rainy seasons, as in Colombia, and a typical tropical rain forest. But the two rain seasons soon merge into one, running from December to June. The further south we go, the later the rains begin and the sooner they end: at Guayaquil the rains fall between January and May. The forests thin out too as we move south, and give way to thorn and savannah. Santa Elena Peninsula and the extreme south-western coast near Peru have no rainfall: the beginning of that belt of drought which runs across Peru, northern Chile, and Bolivia and is continued almost to the southern seas.

Along the north-western and western coast the inhabitants are mainly Indian and Negro, the Negroes predominating in the thick tropical forest land, and the Indians very unlike those who live in the Central Valley. There are a few small towns at the core of the population clusters: Esmeraldas, where the Negroes pan the streams for gold and work the gold placer mines, and where a little cacao and tobacco are grown; Chone, Montecristi and Jipijapa, centres of Panamá hat making by Indians from a shredded scrub forest plant. It is from this area, too, that tagua nuts, the fruits of a palm fern, come to Guayaquil for export. From the dry Santa Elena Peninsula in the south-west comes a comparatively small but growing volume of petroleum—the only petroleum that has

been found commercially workable in Ecuador.

But the main exports of the country come from a small area of lowland to the east and north of Guayaquil. It lies between the hills and the Andes; rains are heavy, the temperature and the humidity high: ideal conditions for the growth of tropical crops. One part of this Guayas Lowland is subject to floods from the four rivers which traverse it: it is here that rice, which for a year or two in the forties headed the exports for value, is grown. Cacao too is farmed on the natural levees of this flood plain, but the main crop comes from the alluvial fans at the foot of the mountains rising out of the plain. And for a very long time cacao has been the main article of export. High on these same alluvial fans excellent coffee is also grown, and of late there has been a spectacular extension of banana planting. Bananas, coffee, cacao, and rice (to give them in the order of their importance as exports in 1952) together account for 92 per cent. of the exports by value. Add to this that the Guayas Lowland is a great cattle fattening area in the dry season, and its importance in the national economy becomes patent. Produce is floated in barges down the Guayas and its tributaries, the Babahoyo, Vinces, and These rivers are navigable for some distance, almost the only ones in Ecuador which are.

There are vast areas of land in the coastal region which could be

developed if enough capital and workers were available.

Population: The census of 1950 gave the total population as 3,202,757. About 40 per cent. of these live in the coastal region west of the Andes, and the rest, apart from the few Indians of the Oriente, in the Central Valley. From 6 to 8 per cent. are said to be of pure Spanish blood. About half the total is Indian, some 15 per cent. Negro, and 26 per cent. mestizo strongly laced with Indian blood.

The Negroes and the mestizos live for the most part in Guayaquil and the coastal area. About 50 per cent. are illiterate; 78 per cent. live in the rural areas.

History: The Incas of Peru, with their capital at Cuzco, began to conquer the Central Valley of Ecuador, already densely populated with Indians, towards the middle of the 15th century. A wide road was built between Cuzco and Quito, ruled respectively during the early 16th century by two brothers, Huascar at Cuzco, Atahualpa at Quito. In 1526 and 1527 Pizarro's men had already touched at Esmeraldas, the Gulf of Guayaquil, and Santa, but Pizarro's main Peruvian expedition did not take place until 1532, when there was civil war between the two brothers. Atahualpa, who had won the war, was executed by Pizarro in 1533, and the Inca empire was over.

Pizarro claimed the northern kingdom of Quito, but another of the conquistadores, Pedro de Alvarado, suddenly marched south to occupy it. Pizarro's lieutenants, Belalcazar and Diego de Almagro, moved north to forestall him, and won the race by a narrow margin. Pizarro founded Lima in 1535 as capital of the whole region, and four years later replaced Belalcazar at Quito with his own brother, Gonzalo. Gonzalo, lusting for gold, set out on the exploration of the Oriente. He moved down the Napo river, and sent forward Francisco de Orellana to prospect. Orellana did not return: he drifted down the river and finally reached the mouth of the Amazon: the first white man to cross the continent in this way.

Furious dissension amongst the conquistadores, the execution of Almagro followed by the assassination of Pizarro, led to an attempt by the Spanish king to supersede them. Nuñez Vela was sent to Lima to take charge, but he was soon overthrown by Gonzalo. On his way home he collected a small company, was joined by the disgruntled Belalcazar, and moved on Quito, where Gonzalo defeated them. The home government next sent out an astute priest, Pedro de la Gasca. He succeeded in executing Gonzalo after his men had deserted him.

Quito became an audencia under the Viceroy of Peru. For 280 years Ecuador was more or less peacefully absorbing the new ways brought by the conqueror. Gonzalo had already introduced swine and cattle; wheat was now added. The Indians were Christianised, colonial laws and customs and ideas introduced. The marriage of the arts of mediæval Spain to those of the Incas led to a remarkable efflorescence of painting and carving and building at Quito. During the 18th century Negro slave labour was brought in to work the plantations near the coast. Towards the end of that century, Ecuador was possibly the most successful and conservative of the Spanish possessions in the New World.

There was an abortive attempt at independence in the strongly garrisoned capital in 1809, but it was not until 1821 that Sucre, moving north from Guayaquil at the head of a force of Venezuelans and Colombians, defeated the Spanish at Pichincha and occupied Quito. Soon afterwards Bolívar arrived, and Ecuador was induced to join the Venezuelan and Colombian confederation, the Gran

548 • ECUADOR.

Colombia of Bolívar's dream. Venezuela separated itself in 1829, and Ecuador decided on complete independence in August, 1830, under the presidency of Juan Flores. The Indian parts of southern Colombia wished to join with Ecuador, but Colombian forces moved south, and after a brief struggle, Ecuador agreed on the present day boundary: a boundary which actually dissects a cluster of population in the intermont basin of Tulcan, a rarity in Latin America.

Its later history has been troubled. Ecuador is weak, poor, and politically unstable. One source of weakness is the traditional clash between the Clericals and the strongly anti-clerical Liberals; another is the difficulty any central government has in fusing into unison the opposed Indian culture of the Central Valley and the commercial culture of the Coastal Plain. Geography has created a mental division in the country; the people of the coast are quite different from the people of the uplands.

GOVERNMENT.

Since the proclamation of the Republic there have been 14 Constitutions, the last in 1947.

There are 17 provinces, divided into cantons and parishes for administration. The governors of the provinces are appointed by the executive. The President and Vice-President are popularly elected for four years, and cannot be re-elected until four years after their retirement. Executive power is in the President's hands; he appoints his own cabinet. The legislative power is the National Congress, which consists of a House of Deputies, either elected or "functional"; and a Permanent Legislative Committee of nine members. All males and females over 18 who can read and write have votes.

Social Welfare: Ecuador has a compulsory social insurance system that provides workmen's compensation and health, maternity, old age, sickness, and survivors' insurance for most employed persons earning up to 5,000 sucres a year. Workmen's compensation insurance premiums are paid entirely by employers at a rate which varies according to the amount of wages paid and the degree of risk present. Health, maternity, old age, sickness, and survivors' insurance premiums are paid by both employers and workers; the premium for manual workers is 12 per cent. of earnings, of which the worker pays 5 per cent. and the employer 7 per cent.; the premium for non-manual workers is 14 per cent., payment of which is shared equally by the worker and the employer. The Government contributes a subsidy by devoting the proceeds of certain special taxes and by paying 40 per cent. of all pensions for non-manual workers.

PRESIDENT:

Sr. José Maria Velasco Ibarra. Vice-President: Dr. Abel Gilbert.

MINISTRY

GUAYAQUIL AND THE COASTAL TOWNS.

Guayaquil, the chief seaport and commercial city, stands on the west bank of the Guayas river, some 35 miles from its outflow into the Gulf of Guayaquil. It is 800 miles from Panamá; from this point, and from the south, it is served by P.S.N.C. and other companies. Its population of 253,352 makes it the largest city in the Republic. The climate, with little or no rain and cool nights, is at its best from May to December. The city was once a hotbed of yellow fever and bubonic plague, but the Rockefeller Foundation had cleared it of both by 1920.

Guayaquil has been largely rebuilt of recent years. The large wooden houses with shuttered windows, have been replaced by modern concrete buildings of from four to ten stories. The streets

are crowded and the cafés filled after dark.

The city is dotted with small parks and gardens. A waterfront drive, the Malecon, runs along the shores of the Guayas river. Here is the splendid Palacio Municipal and the severe Government Palace. From the landing pier of the Yacht Club (north to the pier from which railway passengers to Quito are ferried across to Durán), the drive is known as the Paseo de las Colonias. From this last pier, due north, runs the main street: the Avenida 9 de Octubre. About half-way along it is the Plaza Centenario, the main and central square of the city. Here is the large liberation monument set up in 1920. Many of the squares and gardens have statuary, little of it of intrinsic value, but most of it interesting to those who know the history of Ecuador. At La Rotonda, on the waterfront near the beginning of Av. 9 de Octubre, is a statue depicting the famous and somewhat sinister meeting of Bolívar and José de San Martín during the wars of independence. In the grounds of the University, English visitors will find a small bust of Darwin. The dazzling white Cemetery, north of the city at the foot of a hill, is worth seeing. The snowcapped peak of Chimborazo can sometimes be glimpsed from Guayaguil, as it can from Ouito.

The harbour is 2½ miles long, with 1½ miles of quays; the town is bustling and prosperous, with modern steam sawmills, foundries, machine-shops, and breweries. But a few yards across the Plaza to the inside of the cathedral carry the traveller back to Colonial repose. There are many theatres and several clubs, including the Club de la Union, Country, Jockey, Metropolitano, Nacional, and Rotary. There is a golf club, a tennis club, and a yachting club. In addition to the Grand Lodge there are seven Masonic lodges (one English).

Guayaquil has its own fiesta days: June 29, when there is much merriment, particularly in the northern parts of the City, and August 15 and 16, when there is a pilgrimage along the railway track to

Yaguachi.

Approach by Sea: Entering the Gulf of Guayaquil from the open sea, the visitor sees the large Isla de Puna at its mouth. The Gulf is a hundred miles long. At the neck of the Gulf the steamer enters the Guayas river, here some three miles wide. Along it goes a procession of ships and sailing boats and barges piled high with cacao and bananas and the tropical fruits of the region. Thick jungle runs down to the water's edge in places, with canoes running between the settlements.

Landing: - Shore boat. A passenger mole has been built.

Conveyances: -Omnibuses, and colectivos. Motor cars: Short runs, S5;

Conveyances:—Offinouses, and Conveyances.

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The three tropical river towns of the Guayas Lowland: Vinces, Daule, and Babahoyo, can be reached (with difficulty) along the road from Guayaquil to Quito. The best way is to take river boats up the respective rivers on which they lie. There is a daily boat to Babahoyo (120 miles, 4 hours), a small town of 10,000 inhabitants. Little can be said for the towns themselves, but the trips give a good idea of tropical Ecuador, with its exotic bird life and jungle and plantations of cacao, sugar, bananas, oranges, tropical fruits and rice.

A more usual jaunt from Guayaquil is by railway (96 miles), deliberate and slow, or along a dry weather road, to Salinas, on the Santa Elena Peninsula. The journey, which takes 4 hours by train (3½ hours by road), is through the tropical lowland at first, then over grass savannahs. Salinas, on a half-moon-shaped bay, has become a fashionable resort. It has fine sands and good scenery. P.S.N.C. vessels call. A branch railway runs to La Libertad, now

almost entirely a petroleum port.

Hotels at Salinas:—Majestic; Tivoli; Casa Yulee.

Cables:—All America Cables and Radio, Inc., Avenida Primera 903.

The north-western ports of Manta and Bahía de Caráquez and the group of small towns in their immediate neighbourhood can all be reached by dry weather road from Guayaquil, or by weekly coastal steamer from Guayaquil. The area is given over to subsistence farming, the collection of tagua nuts, and the production of coffee and cacao. The Manta area is famous for its misnamed Panamá hats. The few hotels are not particularly good.

A narrow gauge railway line runs from Manta to (6 miles) Montecristi (4,000 inhabitants), and (23 miles), Portoviejo, a town of 11,000 inhabitants. From Montecristi there is a road to **Jipijapa**, 8,000 inhabitants, most famous of all for its hats. It is a

large coffee grower.

Bahia de Caraquez (population: 8,000), is a port about 28 miles north of Manta. A narrow gauge railway of 60 miles runs to Calceta and Chone (10,000 inhabitants). This is a cacao,

coffee and tagua nut area.

Esmeraldas, one of the principal banana ports in the extreme north-west at the mouth of the Esmeraldas River, is reached by sea from Guayaquil. The population is 11,000. There are gold mines near-by; timber is exported, rubber collected when prices warrant it, tobacco and cacao grown. It might become important if ever a passable road or a railway were built to Quito. A road is being built to Ouinide.

Hotels: -Europa; Guayaguil.

On the southern shore of the Gulf of Guayaquil, reached by boat in 6 or 7 hours from Guayaquil, is Puerto Bolívar, a large village built above a swamp and backed by jungle. It serves (4 miles), Machala, a nondescript agricultural town of 7,000. From Machala ECUADOR.

551

two short narrow gauge lines run, one to Pasaje (12 miles), and one to Piedras. The area is not attractive.

It is possible to travel by truck through sterile country from

Machala to Tumbes, in Peru.

FROM GUAYAQUIL TO QUITO.

THE GUAYAQUIL-QUITO RAILWAY.

This line has a 3 ft. 6 in. gauge. It passes through 54 miles of delta lands and then, in 50 miles, climbs to 10,626 ft. At the summit II,841 ft. is reached; it then rises and falls between 8,000 and II,000 before debouching on the Quito plateau at 9,375 ft. The line is a most interesting piece of railway engineering, with a maximum gradient of 5.5 per cent. Its greatest triumphs, the Alausi Loop and the Devil's Nose double zigzag (including a V switchback), are between Sibambe and Alausi. Before 1908, when the line was opened, the journey between Guayaquil and Quito took a fortnight.

There are three types of trains: the autocarril or rail bus, the fastest; the directo, or express, which does not stop and takes 17 hours; and the mixto, or local which stops at each station and en route for meals and at Riobamba for the night. (It is possible to shorten the mixto journey to a day by taking it as far as Alausi, Guamote, or Cajabamba and motoring on to Quito). There are second-class and three types of first-class seats on the trains: first-class, first-class reserved, and first-class reserved in the observation car, the most comfortable, but it costs 25 per cent. extra. Expresses leave Guayaquil and Quito on Mondays, Wednesdays and Fridays. The tickets should be bought in advance, personally, and not from touts. The single first-class fare is \$100. A table of the altitude and distance from Guayaquil of each station is given under "Information for Visitors."

North-bound passengers are ferried at dawn by railway company's boats across the river from the foot of Calle Y. M. Rendon at Guayaquil

to Durán, the actual starting point.

Leaving the river the train strikes out across the broad, fertile Guayas Valley. It rolls through fields of sugar cane, or rice, past split cane houses built on high stilts, past a sugar mill with its owner's fine home. Everywhere there are waterways and down them ply the big dugouts piled high with produce bound for Guayaquil. Gradually the character of the land changes; the vegetation becomes more dense and the land more solid. From this region comes the cacao, coffee, bananas, pineapples and tobacco.

The first station is Yaguachi. On August 15th and 16th more than 15,000 visitors pour into this little town to attend the feast day celebrations at a church named for San Jacinto, who is famous in

the region as having put an end to many epidemics.

The first stop of importance is **Milagro.** Women swarm about the train selling pineapples which are particularly sweet and juicy. Because of the warm climate most of the houses do not look very substantial, but Milagro, with its 10,000 inhabitants, is an important shipping centre for a vastly rich agricultural district.

Now the base of the mountains has been reached, and from Bucay, which is 973 feet above sea-level, the terrain turns into deep

gorges. At an altitude of about 2,000 feet the purely tropical vegetation comes to an end and the semi-tropical zone is reached. Fifty-one miles from Durán we arrive at **Sibambe**, or Empalme Cuenca. Sibambe is the junction for a railway south to **Tambo**, 44

miles north of Cuenca, the third largest city in Ecuador.

Beyond Sibambe the train climbs the face of a precipice, the Nariz del Diablo, in a series of zig-zags towards the roof of the world. Seven miles from Sibambe, at 7,650 ft., is the comparatively cool mountain resort of Alausí. The Pan-American Highway to Quito begins here, and the passenger may go the rest of the way by road. Six miles beyond Alausí, at Tixán, there is a large reserve of almost pure sulphur, but the Ecuadorean Mining Company has now suspended mining.

Few people are ever affected by the altitude on the trip to Quito, where the highest point reached is 11,841 feet, but when the train ends its long climb and emerges on the bleak paramo at Palmira, the feeling of height is inescapable. One by one the great snow-capped volcanoes appear: Chimborazo, Altar, Tungurahua, Carihuairazo, and the burning head of Sangay. They all seem very close because of the clear atmosphere. Bolívar tried to climb

Chimborazo but did not succeed.

Guamote (112 miles), is another point where passengers may transfer to a car, if they like, and travel along the Pan-American Highway to the capital in three hours. The train skirts the shores of a shimmering little lake, Colta, before reaching the fertile Cajabamba Valley. Here, as elsewhere in the Central Valley, the Indians live communually. Their fields are well tended, and their adobe walled and thatched homes are neat and clean. The men wear the usual poncho and some the woolly chaps so common amongst American cowboys.

Beyond Cajabamba a difficult road cuts off west from the Pan-American Highway towards Guaranda and Babahoyo. Just about sundown the ordinary non-express train reaches (150 miles), Riobamba (9,020 feet), capital of the Province of Chimborazo. Passengers usually spend the night here. It was founded around 1534. The population of 24,000 include some Indians. Chimborazo is not far, and the streets are sometimes strewn with ashes from Sangay, which can be seen glowing in the night. The country around is agricultural, devoted to cattle raising and the growing of subsistence crops. The principal industries are the manufacture of liquors, woollen and cotton goods, and carpets in the town of Guano. It is now the headquarters of the railway.

Both at the station and at the hotel there are vendors of tagua carvings, an art which has been highly perfected in the valley. The work offered for sale consists of a great variety of bright novelty rings, hollow fruit which contain minute reproductions of cups, pitchers, candlesticks, etc., and some very well sculptured busts about two inches high.

The Ecuadorians of the Sierra are excellent stonemasons, and throughout the Andean towns public buildings and churches reflect the fine points of their craftmanship. Even now the old Colonial Spanish style that lends itself so well to stone is being employed in new buildings. Thus Riobamba has the air of a capital city. The original town was set three leagues away until it was destroyed

by an earthquake in 1797.

The Saturday fair of Riobamba is worth seeing. It is carried on in three separate plazas according to the type of product sold. The sleepy streets come to life in a surge of bright red figures that half trot and half walk. Open-air restaurants do a flourishing business in that Andean delicacy, baked guinea pig. There are fine ponchos, rope sandals, peculiarly shaped hats, embroidered belts, hand-tooled leather articles, baskets, and innumerable other objects for sale. There is a great deal of genial haggling over prices.

Hotels :- Ritz ; Ecuador.

Excursions: Two are of great interest: the first to Guano, a hemp-working town of 10,000 inhabitants 6 miles to the north; and the second to Baños, on a trail running north-east into the Oriente. From Riobamba to Baños takes about three hours by car. The road skirts the base of Chimborazo and then drops through the little towns of Cevallos and Pelileo, destroyed in the 1949 earthquake. From Pelileo a road runs to Ambato. There is a magnificent view of the Patate Valley before the road to Baños plunges down a thousand feet into it. The sugar cane grown in this region is largely used to make aquardiente. From this section too, comes a little fruit called the naranjilla which makes a marvellously refreshing drink with a compound flavour of orange, lemon and pineapple. In the church at Baños are murals recording the intervention of the local Virgin in saving those who have fallen over the bridge.

Shortly afterwards the Patate River merges with the Chambo and becomes known as the Pastaza. Over this junction of the two rivers, Tungurahua looms high with its crater clearly visible. This volcano is still active and smoke is frequently seen. Lava has forced the river into a gorge so narrow that the water becomes a roaring

torrent. This is crossed by a bridge.

Baños, set in tall mountains, is a popular resort with medicinal springs; there are curative hot and cold springs and good walking in the area. Buses can be taken along the Oriente trail to Topo, about 20 miles to the east and Mera, 10 miles beyond, the H.Q. of the Shell Company till its search for oil in this area was abandoned. At Baños is the Villa Alemana Hotel.

Between Cevallos and Ambato, the next important stop, the railway winds up and over ridge after ridge. Vast panoramas of fertile farm-lands appear. Perched on the top of most peon houses

is a crucifix. Many have dome-shaped outdoor ovens.

Ambato (8,435 feet), is on the Ambato River near the northern foot of Chimborazo. It is known as the Garden City of Ecuador. Well tended gardens and orchards surround nearly every home. In the beautiful central plaza is a statue of the writer Juan Montalvo (1833-1889), who is buried in a memorial built in his honour. Out along the river is the beautiful suburb of Miraflores, where many wealthy Guayaquil families maintain a summer house. A road runs to Pelileo and Baños. (See under Riobamba).

Ambato has plenty of water power and is partly industrialised. Its industries make textiles, canned fruits, confectionery, biscuits, mineral waters, and leather goods. The population was 24,568 before it was severely shaken and partly destroyed by earthquake

in August, 1949.

Market day in Ambato falls on Monday. In a vast plaza near the railroad station the thousands of Indians who have come in from the country form a sea of bright colour that is never still. Nearby are long queues of autobuses with such names as "The Terror of the Pampas," "The Little Angel," and even "The Queen Mary." The drivers add to the general din by shouting the destination of their buses, haggling about the fares, and finally, when the vehicle is full to bursting, they roll out of town.

Hotels: -Villa Hilda; Hotel Alhambra; Pension Belgica.

The next stop of any importance, after climbing up the sterile paramo of Cotopaxi with that great volcano looming powerfully over the line, is:

Latacunga, with 18,000 inhabitants. Here the abundance of light grey lava rock has been artfully employed to build many a home and public building. Cotopaxi (19,493 feet), seems to tower over the town, though it is 18 miles away. Provided they are not hidden in clouds, which unfortunately is all too rare, as many as

nine volcano cones can be seen from Latacunga.

Twenty-three miles beyond, at Cotopaxi, the line begins to dip into the basin in which Quito lies. In a valley below the bleak páramo the train has crossed, lies the town of **Machachi**, famous for its mineral water springs. The water is bottled and sold throughout the country. Machachi is much frequented by the people of Quito, which is only 25 miles away. It produces a very good cheese.

And so the train arrives at the capital, Quito, a picturesque city

set in a hollow at the foot of the volcano Pichincha.

Quito (9,375 feet), with a population of 212,873, is within 15 miles of the equator, but it stands high enough to make its climate much like that of spring in England, the days warm and the nights cool. The mean temperature is 56°F., and the rainfall about 58 inches a year; it rains every day for an hour or so; night and day are of equal length, and night falls promptly at 6 o'clock.

The City is a chequerboard of streets laid out on undulating land. Streets dip towards the stone viaducts which span the ravines. Most of it is modern. The old part, dating from colonial times: "brown tiled-roofs, domes, church towers, winding up and down streets," is to the south-west. It is roughly contained in a triangle whose three points are the Plaza Independencia, the Plaza San Francisco or Bolívar, and the Plaza Santo Domingo or Sucre. Even in this area tall office buildings are beginning to appear. The slopes of Pichincha are to the north-west; to the south-east is Loma de Ichimbía; and to the south-west Cerro Panecillo, the "Little Loaf Hill" from the top of which (600 feet), there is an excellent panoramic view of the city and the encircling snowy cones of volcanoes and mountains. The houses are mostly of Indian-made adobe brick, with low red tile-roofs, or of whitened stone.

To return to the colonial triangle, which is of most interest to visitors: the Central Plaza de la Independencia, where there is a tall monument to the stalwarts of Independence days, has the low colonial Palacio de Gobierno on the north-west side. The President's offices are on the second floor. The archbishop's palace is on the north-east side, the Municipal Palace on the south-east, the Cathedral on the south-west, and the new University buildings on the west.

ECUADOR.

Two main streets, Carrera Venezuela and Calle García Moreno, both lead straight towards the Panecillo to the wide Calle 24 de Mayo, where the Indian market is held on Tuesdays. South-west of Carrera Venezuela is Calle Guayaquil, the main shopping street.

Plaza San Francisco or Bolívar is west of Plaza Independencia; on the north-western side of this plaza is the great church and monastery of San Francisco; on the south-eastern side is the glorious church of La Compañía, and not far away to the north-east

is the church of La Merced.

Plaza Santo Domingo or Sucre, to the south-west of Plaza San Francisco, has the church and monastery of Santo Domingo on its south-eastern side. In the centre is a statue to Sucre, pointing with justifiable pride to the slopes of Pichincha where he won his battle with the Royalists and created the new Ecuador. An ancient and somewhat odd street near-by is Calle Morales or Ronda.

There are altogether 57 churches in Quito. La Compañía has the most ornate and richly sculptured façade. See its gorgeously coloured columns, its ten side altars plated with gold, the golden

high altar, and the gilded balconies.

The church of San Francisco (1534), Quito's largest, is rich in art treasures. Left and right of the steps leading to its Renaissance portal are twelve small and picturesque shops. The two towers were shaken down by earthquake in 1868 and rebuilt. In its ornate interior are twelve painted wooden statues of the apostles on pillars, the work of Caspicara, the Indian 17th century sculptor; wood-carvings in the choir, a magnificent high altar of gold, and an exquisite carved ceiling at the back of it. There are some paintings in the aisles by Miguel de Santiago, the colonial mestizo painter. His paintings of the life of Saint Francis decorate the monastery of San Francisco close by.

Near Plaza San Domingo the monastery of San Domingo, with its rich wood-carvings and a remarkable Chapel of the Rosary to the right of the entrance, is worth seeing. In the somewhat grim Cathedral Sucre is buried. It has a famous Descent from the Cross by Caspicara.

Quito prides itself on its modern painting. It can be seen at the School of Fine Arts (Escuela de Bellas Artes), in Parque Alameda, or the Museo Nacional de Bellas Artes, on the second floor of the Sucre Theatre. There are a number of public statues good, bad, and

very bad, in the city.

Hotels: - Embajador; Cordillera (4 miles out); both S200 a day all included;

Colon, S145 a day; Majestic, and Savoy, at the centre, S110.

Conveyances:—Omnibuses and colectivos. Motor cars, by the hour, S20.

For trips outside Quito taxi tariffs are high and the price should be agreed beforehand.

Cables:—All America Cables & Radio, Inc., Carrera Venezuela 961 and 969.

Excursions:—Fifteen miles north of Quito (1½ hours by taxi), is the Equatorial
Line Monument on which is carved 0° 00′ 00″: the equator on which no shadow
is cast at midday on the eqinoxes. Otavalo, to see the Indian fair, is a favourite
trip. Buses run (1 hour) to the swimming baths at Tingo María. A car trip can
be taken to see (80 miles) Santo Domingo de los Colorados, in the western lowlands. Sunday is the best day to see the remarkable and much stared at Colorado Indians at market. During the August festivals they paint their bodies; their women wear no clothes above the waist.

Both a railway and the Pan-American Highway run north-east of Quito by different routes to (75 miles) Otavalo, and (90 miles) Ibarra. Here the railway ends, but the Highway goes on another 67 miles to Tulcán, near the Colombian border. These three towns are the centres of the respective basins in which they lie.

556 ECUADOR.

Otavalo (8,300 ft., population, 15,000), is chiefly remarkable for its colourful Indian fair on Saturday. It is at its height around 9.30 in the morning. Here the Indians bring their woollen fabrics and beautiful shawls to market. Cockfights are held in the afternoon. On June 29 there are bullfights in the plaza and regattas on the beautiful Laguna de San Pablo (Chalet Intyan), 9 miles away. There are several picturesque lakes in the mountains around.

Ibarra, beyond the páramo which separates it from Otavalo, stands at 7,300 ft., and has a population of 12,000. It is a gracious looking town rebuilt in Colonial style after its destruction in 1868. Sugar cane and cotton is grown in the area, and silverwork wrought. Three miles from the town, in the hills, is Lago Yaguarcocha, the "Lake of Blood." A railway is now being built from Ibarra to the

port of San Lorenzo, north of Esmeraldas.

From Ibarra, the terminus of the railway, the Pan-American Highway climbs the bleak Páramo de Boliche, and dips down again into the most northern of the basins into **Tulcán**, a dismal small town of 10,000 people standing at a height of 9,100 ft. The border with Colombia, arbitrarily severing this Indian cluster of population, runs along the river Carchi. The Highway crosses the river by the natural bridge of Rumichaca, 4 miles north of the town. Under the bridge is a cave with many coloured stalactites.

There are only two towns of any note in southern Ecuador: Cuenca, capital of the Province of Azuay; and Loja. They are the capitals of the respective isolated basins in which they lie. Both are most easily reached by air from Guayaquil. Loja is not connected by rail or road with the outside world or with Cuenca. There is now a road north from Cuenca to Tambo (44 miles), and a paved highway from Tambo to Durán (100 miles), opposite Guayaquil.

Cuenca (8,460 ft.), with 53,871 inhabitants, is in fact the third largest city in Ecuador. A railway runs from Sibambe, on the Guayaquil-Quito line, to Azogues, 20 miles north-east of Cuenca.

From Azogues to Cuenca the journey is by road.

The climate is spring-like, but the nights are chilly. The city has managed to preserve its colonial air, with its cobblestone streets and quaint old buildings, many of them built of the marble quarried in the neighbourhood. A huge cathedral has been going up these many years. A remarkable feature of the city are the paintings on the patio walls of many of the old houses. Though sometimes crude, these murals are always interesting for their originality and the old-fashioned Spanish proverbs which go with them.

Panamá hats are made in enormous numbers in the area with toquilla brought from the coast. A certain amount of gold panning goes on in the Oriente. Grains and fruit and sugar cane are grown.

The fair is on Thursday.

Not yet open, but partly built, is the Pan-American Highway from Cuenca to Loja (7,300 ft., 18,000 inhabitants), lying south of Cuenca and near the Oriente. Its university has a well known law school. The town, circled by hills, is difficult to get to; it is best reached by air from Guayaquil to La Toma and then, a short distance, by road.

ECUADOR, 557

The Galápagos Islands, on the equator 500 miles west of the Ecuadorean coast, consist of 12 large and several hundred small islands. The main ones bear English names, possibly because they were once the refuge of buccaneers and whalers. The largest island, Albemarle or Isabel, is 75 miles long and probably half the area of the archipelago. Another, Chatham Island, once a convict colony, has from 300 to 400 inhabitants. The islands are dotted with extinct volcanic cones, but one of the five on Albemarle erupted in 1925. The vegetation along the semi-desert shores is mostly cactus and thorn trees, but above 700 feet there are forests.

It is an extraordinary fact that 37% of all the species of shore fish, 47% of the plants, and 96% of the reptiles are peculiar to the archipelago and found nowhere else. The monster tortoises which Charles Darwin studied when he visited the islands have been hunted almost out of existence, but the giant lizards are still there. The Government now protects wild life, and permission to land must be obtained at Puerto Chico on Chatham Island. Occasional calls are made by steamers from Guayaquil or fishing boats from

the western ports.

ECONOMY.

Ecuador has all the characteristics of the underdeveloped country: a high proportion of its inhabitants engaged in primary pursuits, low production and primitive methods and a rapidly increasing population. To these general characteristics must be added the geographic division of the country into regions differing in climate, ecology, natural resources, and type and density of population. Although this favours variety in production, faulty communications make for an unintegrated national economy, disharmonious development, and

an increase of "localism" in the regions.

Ecuador's natural wealth, which is mainly agricultural, remains largely undeveloped. Out of a total of 30 million hectares, only 4.5 per cent. are cultivated; another 4 per cent. yield "natural" products; 74 per cent. of the land is covered with forest. Land ownership is unevenly distributed: I per cent. of the proprietors hold 40 per cent. of the land by value; 92 per cent. hold only 32 per cent. by value. The export crops are grown mostly by speculators who are sensitive to world prices. Primitive methods keep prices high and there is little mechanisation. But apart from wheat the country is normally able to grow most of the basic food stuffs it consumes. It grows more than it needs of certain products: cacao, coffee, rice and bananas, and exports them, along with tagua nuts and castor beans and timber from the forests to pay for its imports: textiles, chemicals, vehicles, machinery, and the cotton it fails to grow in sufficient quantities for its textile factories. The standard of living remains low but is improving now that the balance of its international trade has turned so greatly in its favour and it is able to afford a large volume of imports.

In 1914 Ecuador produced 47,000 m. tons of cacao, but endemic witchbroom disease has curtailed production since then: it was 24,496 m. tons in 1952, and 22,294 m. tons in 1951. High prices and the distribution of disease resisting plants by the Production Development Institute is raising production again. Local consump-

tion is only 828 m. tons; the rest is exported, and for very many years cacao headed the list of exports by value. In 1952, however, both bananas and coffee exports were of greater value. Coffee yields vary greatly in good and bad years, but bananas may very well hold their place at the head of the list.

The increase in **banana** planting has been phenomenal. Although production was negligible a few years ago, Ecuador in 1952 became the largest exporter of bananas in the world. The fourth largest export by value is **rice**, which also headed the list for a brief period in 1948.

The following tables show how these four crops dominate the exports, and how they fluctuate from year to year:—

1951.			m. tons.	Value. U.S. \$	Per cent. of total exports, by value.
Cacao Coffee Bananas Rice	••	• •	24,096 16,494 233,658 4,975	13,527,386 13,908,811 9,994,177 421,002	31.5 32.4 23.3 .98
					88.2
Bananas Coffee Cacao Rice	•••	• •	423,538 20,380 24,235 57,183	21,518,300 20,416,200 17,515,400 11,330,700	27.8 26.4 22.7 14.7
					(

The only other exports of any importance (apart from minerals) are toquilla hats, balsa wood, castor beans and tagua nuts. The toquilla hat (often miscalled Panamá hat) is a cottage industry carried on by Indians, partly at Chone, Jipijapa and Montecristi and partly in the Cuenca area. In 1945 export of the hats accounted for 22.8 per cent. by value of the total exports, but competition from Japan and the Philippines has reduced exports till in 1952 they were only 3,038 m. tons, value U.S.\$2,558,100, or 3.31 per cent. of total exports. Though much timber is available, only balsa wood, which is lighter than cork, is exported in any quantity. Tagua Nuts are the fruit of a palm fern which is abundant in the Manabí and Esmeraldas districts.

The sugar crop (53,000 l. tons in 1952-53) supplies 90 per cent. of the local needs. In 1952, the first export of sugar-cane molasses, one million gallons, valued at U.S.\$88,000, took place. The Government monopoly hopes to develop this export and is considering the reopening of the alcohol distillery at Durán, said to have a capacity of 25,000 litres per 24-hour day. Another new export, though small as yet, is that of pyrethrum flowers, the source of an insecticide in short world supply.

Some tobacco has to be imported to supplement the 4,000 m. tons (mostly of the black Sumatra type) grown locally. About 9,500 bales of cotton are grown, but there are imports for the textile factories.

Minerals: Petroleum in commercial quantities has only been found in the Santa Elena Peninsula: the Shell Company has now

abandoned its exploration in the Oriente. At Ancón, in an otherwise sterile area, wells have been sunk by the Anglo-Ecuadorean Oilfields, Ltd., by far the larger producer. Manabi Exploration Co., Inc., a U.S. firm which acquired Ecuador Oilfields, Ltd., in 1951, is the second largest producer; it is a subsidiary of Canada Southern Oils, Ltd. In 1952, Manabi struck gas, and the company is constructing a gas absorption plant.

Pipelines take the oil to La Libertad, on the coast, where over half of it is refined for internal use and the rest exported as crude. Ecuador's crude oil production has increased steadily to a new all-time record of 2,800,000 barrels in 1952. Proven developed oil reserves were computed at 25 million barrels as at January 1, 1953. Barrels per day production increased from 7,600 in 1951 to 7,700 in 1952. A permanent petroleum pipeline between Bucay and Palmira is to be constructed and recently a new refinery with a charging capacity of 1,500 barrels per day was inaugurated. Both Bucay and Palmira are on the Guayaquil-Quito railway: the distance of each from Guayaquil, and their altitudes, are given later in "Information for Visitors."

Production was 113,749,000 gallons in 1951 and 119,226,000 gallons in 1952. Export, crude, 1951—137,354 m. tons, value S19,623,000; 1952—115,525 m. tons, value S14,846,100.

Ecuador is self-sufficient in petroleum products other than aviation gasoline and lubricants. Domestic needs are about 60 per cent, of a daily production estimated at 7,700 barrels, which means that Ecuador is a net exporter of petroleum.

Negroes pan the streams for gold, and gold is mined near Esmeraldas. There is some panning in the Southern Oriente, too. Silver is also mined. The South American Development Company ended its gold mining in Ecuador in 1950, and in 1951 signed over its Portovelo properties (El Oro province) to the Ecuadorean Government; gold content in the mines, which the Spanish began exploiting over 400 years ago, had become low.

Production, in ounces troy, has been:

Copper and lead are mined in the mountains and there are small exports. Manganese deposits in El Oro are now being explored. At Biblián, 30 miles north of Cuenca, there is an estimated million tons of economically recoverable coal; it is not suitable for domestic use without first reducing the sulphur and volatile contents, but it could be used for nearly all industrial processes. A United Nations' expert has recommended a project for mining from 50 to a 100 tons a day. The prospective market is 5,000 tons a year.

Following the sudden drop in the world sulphur demand in late 1952 and early 1953, sulphur mining at Tixán was suspended. The Ecuadorean Mining Company, a subsidiary of Chemical Plants Corporation, had been producing an estimated 7,000 tons of sulphur a month. Large new deposits were reported and ore resemble estimated at more than a million tons. The sulphur is 99.92 per cent. pure, and favourably situated below the timber line on the Pumachaca river and directly on the Guayaquil-Quito railway.

INDUSTRIAL DEVELOPMENT.

What little industrialisation there is has been concentrated at Guayaquil and Quito. The raw materials are usually local, but on the coast wheat is imported for milling and barley imported for the

breweries. Industry is highly protected.

The smallness of Ecuador's industrial programme has not called for the construction of large power stations. Little of the hydroelectric potential, put at 1,300,000 horse power, has been developed. Ecuador's electrical energy production in 1950 was 100 million kwh: 60 million hydro-kwh, and 40 million diesel. A new 2,500 kwh hydro-electric generating unit was inaugurated at Quito in 1953.

There are only two industries of note: the making of toquilla

(Panamá) hats, already dealt with, and textiles.

Cotton manufacturing at Quito, Riobamba, Ambato and Atuntaqui employs about 3,500 persons. Twelve mills produce cotton textiles only, 4 cotton and woollen goods, I woollen goods only, I hosiery and other knitted goods, and 2 knitted goods and rugs. There are 7 establishments consuming silk and rayon yarns, mostly imported.

Cement production is slowly increasing. It was 89,092 m. tons in 1952. Edible oil refineries produce about 36,450 quintals. There has been a great increase in the production and consumption of beer

recently.

FOREIGN TRADE.

				Exports	Imports.
				U.S.\$	U.S.\$
1950			 ,	62,244,006	41,642,000
1951				51,879,000	55,033,000
1952			 ,	79,075,000	56,538,000

In 1952, the U.S. supplied 64 per cent. of the imports and took 54 per cent. of the exports.

PUBLIC DEBT.

EXTERNAL INTERNAL (SUCRES).
Dec., 1952:— U.S.\$42,985,000 150,833,000

Ecuadorean officials and representatives of the British Council of Foreign Bondholders, which represents most of the holders of Ecuadorean dollar loans and all holders of Ecuador's sterling securities, agreed in 1953 on terms for settling Ecuador's defaulted dollar bond debt. Ecuador's Congress must approve the plan before it becomes operative.

INFORMATION FOR VISITORS.

How to get to Ecuador:

Steamship Services: The usual steamship routes from England to Ecuador are by the Pacific Steam Navigation Company via the Panamá Canal to Salinas. A faster but more expensive route is from England to New York and thence to Guayaquil via the Panamá Canal by direct boats of the Grace Line. The journey from New York to Guayaquil takes 10 days. The average time from a European port to Guayaquil via Salinas is just under 20 days.

Air Services: From the United States, Ecuador is reached by three air lines: Pan-American Airways, Braniff International Airways, and Aerovías Nacionales de Colombia (AVIANCA). (The first two fly to Buenos Aires). PANAGRA connects Ecuador with

the Canal Zone, and with Ipiales and Calí, in Colombia. AVIANCA also flies from Ecuador to Colombia.

The daily flights between Guayaquil and Quito take an hour and

20 minutes. The fare is \$270, single.

Internal air services are run by PANAGRA (Quito, Guayaquil, Cuenca, Loja, Salinas, Manta and Esmeraldas); by SANTA (Quito, Guayaquil, Ambato, Cuenca, Riobamba, Salinas, and Ibarra); and by ANDA (Guayaquil, Manta, Potoviejo, Bahía, Esmeraldas, Quevedo, Babahoyo, and Salinas). Freight and mail services are run by Aereos Transportes Ecuatorianos, (ATECA). The airline AREA has weekly flights to the Oriente region.

The best time for a visit is from June to October, during the dry season. The coastal area is insufferably hot and wet from

December to April.

Passports: All persons entering the Republic of Ecuador must be in possession of a passport, duly viséd by an Ecuadorean Consul at the place where the traveller usually lives. The charge for visa is about 16/-, and it is valid for three months. Letters of reference, a vaccination (small-pox) certificate, a health certificate, and three photographs, are required. No visitor may remain in the country for more than 90 days unless he becomes domiciled, and all passengers other than tourists must deposit U.S.\$. 100 with the shipping company on embarkation. This is returned upon arrival in Ecuador. Travellers by the PANAGRA air service do not pay a deposit, for

Travellers by the PANAGRA air service do not pay a deposit, for it is guaranteed by the company). At Guayaquil, passengers deliver their passports to the Immigration Officer who goes on board. A card is handed to the passengers in exchange for their passports; they must then call at the Immigration Office ashore within 3 days of their arrival, where, after registration, passports are returned in exchange for the card. Two photographs are necessary for this.

There is now a special "tourist visa." It costs U.S.\$1.00, but it

is not given to commercial travellers.

Clothing and used personal effects are admitted free of duty. Tobacco, matches, alcohol and salt are Government monopolies, and travellers must not import any of these.

The traveller must get an exit visa from the Immigration Office

before leaving the country.

NOTE.—Passports and visas are no longer required by citizens of the American continent when travelling as tourists, or in transit. They are handed a tourist card, available for 90 days and renewable.

Clothing: Guayaquil and the coastal region have a tropical climate. Quito and the inland region enjoy a temperature similar to that of an English spring during the whole year. Clothing for the coast should be of the lightest—cotton, linen, palm beach or white drill. In the inland region medium-weight woollen clothes are used and an overcoat is necessary at night. A raincoat and an umbrella are useful.

Health: All areas below 1,200 metres (4,000 ft.), are liable to malaria under conditions favourable to the anopheles mosquito. Above this height there is little danger. The greatest danger is dysentery. Eat no uncooked vegetables or salads; drink no unbottled water or milk that is not tinned. Travellers should be

inoculated against both small-pox and typhoid.

Entertaining: There are few places of entertainment. Theatrical performances are rare and only picture shows are permanently available. Entertaining is therefore chiefly confined to social intercourse, dinners, dances and picnics.

Immigration is encouraged. The prospective immigrant should apply to the nearest Ecuadorean consulate, giving details of the work he does, his education, the names, age and sex of members of his family which will go with him, references of character from individuals or societies, and certificates of health and vaccination. The greatest demand is for farmers, agricultural engineers and specialists, engineers in general, chemists, or industrialists who wish to set up a new industry. A preliminary deposit, which is later repaid, has to be made to cover the first difficult period of immigration.

Cost of Living: The average charge for a first-class hotel is 60 to 80 sucres; the latter price is for a bedroom, sitting room, and bathroom. Breakfast is 6 sucres, meals 20 to 30 sucres. There are special rates for a long stay. Tipping is 10 per cent. There are few good hotels outside Quito and Guayaquil.

The cost of living has risen greatly since the war (taking the general cost of living index as 100 for 1938, the index stood at 649 at the end of 1949). Taking July 1950 as 100, the cost of living in June 1953 stood at 123. Wages and salaries have not kept pace and

are very low.

Railway Travel: The railways are not too comfortable or reliable. The only lines on which visitors are likely to travel are those which run from Guayaquil west to Salinas, and from Guayaquil to Quito, and Quito to Ibarra. The line from the port to the capital is described in the text.

This table gives the altitude and distance from Guayaquil of each

station on the way to Quito.

SERTION	off the way to	Zuito.			
Altitude		Miles from	Altitude		Miles from
in feet		Guayaquil.	in feet.	Stations.	Guayaquil.
15	Durán (Guayaquil)	0	10,379	Luisa	142
20	Yaguachi	14	9,020	Riobamba	150
42	Milagro	21	11,841	Urbina	170
100	Naranjito	31	10,346	Mocha	178
300	Barraganetal	43	9,100	Cevallos	186
975	Bucay	54	8,435	Ambato	196
4,000	Huigra	72	8,645	San Miguel	219
4,875	Chunchi	76 81	9,055	Latacunga	227
5,925	Sibambe		10,375	Lasso	239
8,553	Alausí	89	11,653	Cotopaxi	250
9,200	Tixán	95	10,118	Machachi	263
10,626	Palmira	103	9,090	Aloag	266
10,000	Guamote	112	9,891	Tambillo	273
10,388	Cajabamba	132	9,375	Quito	288

Road Travel: There is only one good all-weather road in Ecuador: the Pan-American Highway running through the Central Valley north from Alausi, Guamote, Cajabamba, Riobamba, Ambato, and Latacunga to Quito. Beyond Quito it is continued through Ibarra to Tulcán on the frontier with Colombia, and to Bogotá, Cúcuta, and Caracas in Venezuela. It is hoped that this road will one day be completed from Alausi to Peru, there to join with the existing Pan-American Highway to Lima.

There are a few cheap bus services between some of the towns

in the Central Valley. The "correo," or postal car, can be taken to the smaller places.

Coastal Service: There is a weekly steamer from Guayaquil to the west coast ports of Manta and Esmeraldas.

Sport: The Sierra country is excellent for riding, and good horses can be hired. Quito has a polo club. There are golf clubs at Guayaquil and Quito and on the Santa Elena Peninsula. There is excellent big-game fishing from Salinas or the Gulf of Guayaquil, and alligator hunting in the rivers near Guayaquil. Bull fighting is on the decline; it is rarely seen at Guayaquil, but with more frequency at Quito. The national sport is cock fighting; every town has its pits.

The fauna includes the jaguar, puma, tapir, several kinds of monkeys, the armadillo, ant-bear, squirrel, porcupine, peccary, various kinds of deer, and many rodents, including the guinea-pig. There are also tortoises, lizards, and iguanas. Among the snakes are the boa-constrictor and the anaconda, and the alligator is also met. The bird-life comprises the condor of the Andes, falcons, kites, macaws, owls, toucans, parrots, ibises, cranes, and storks.

PUBLIC HOLIDAYS.

New Year's Day. Holy Thursday. Good Friday. Holy Saturday. February 20, 21: Carnival.
May 1: Labour Day.
May 24: Battle of Pichineha.
July 24: Birthday of Bolivar.
August 10: Independence of Quito; Opening of Congress.
October 9: Independence of Guayaquil.
October 10: Firemen's Day.

October 10: Firemen's Day.
October 10: Firemen's Day.
October 12: Discovery of America.
November 2: All Saints' Day.
November 3: Anniversary of Cuenca.
Christmas Day.

The usual feast days of the Roman Catholic Church are also observed.

Postal: The air and surface postal rates from Britain are given on page 28. The principal towns have telephone plants, and there is a public long distance telephone service between Guayaquil and Ouito. All America Cables and Radio, Inc., has offices at Guayaquil, Quito, and Salinas. There are radio telegraph and telephone services to most South American republics.

There is a telephone service between the United Kingdom and Ecuador from 1 p.m. to 7 p.m., and 9 p.m. to 11 p.m., on weekdays (minimum charge: £3. 15s. for three minutes), and from 1.30 p.m. to 3 p.m. and from 9 p.m. to 10 p.m. on Sundays (minimum charge: £3 for three minutes). All times are quoted G.M.T.

Currency: The Sucre, divided into a 100 centavos, is the unit of currency. Bank notes of the Banco Central del Ecuador are for 5, 10, 20, 50, and 100 sucres; there are nickel coins of one sucre and 20, 10, and 5 centavos.

The official rate of exchange is S15 to the dollar, or S42 to the pound sterling. The free market rate is about \$17.70 to the dollar,

or \$47.60 to the £ sterling.

Weights and measures: The metric system is legal. It is generally used in foreign trade and must be used in legal documents. Spanish measures are more generally used in the retail trade:-

Weights.—I Arroba = 25.36 English lb.
I Quintal = 101.47 ",
Length.—I Vara = 3 Pies 36 Pulgadas - 32.875 in. to 33.43 in. (variable).

Surface.—I Vara Cuadrada = 0.859 sq. yd. Capacity.—I Arroba (Dry) = 6.70 gallons.

I Galón (Liquid) = 0.74 gallon.

Land is generally measured by the metric system.

Newspapers: The main newspapers are "El Comercio" and "El Dia" at Quito; "El Telegrafo," "El Universo," "La Nación," and "La Hora" at Guayaquil; "El Mercurio" at Guenca; "Cronica" at Ambato; and "Diario del Sur" at Loja.

Information for tourists is best obtained from the Consulate-General of Ecuador's local office or the Ecuadorean Embassy. Information for businessmen is given (1) in "Hints to Business Men Visiting Ecuador," supplied free on application to the Commercial and Exports Department of the Board of Trade, Horse Guards Avenue, London, S.W.1.; (2) the Ecuadorean-American Association, Inc. (c/o Colonial Trust Company, 1230 Avenue of the Americas, New York 20, N.Y.) issues Bulletins of information about developments in the republic and a free sample copy may be requested; (3) information can be obtained from the Banco Central del Ecuador, Quito; and (4) from the Camara de Comercio (Chamber of Commerce), in Guavaguil and Quito.

Representation: Ecuador is represented in London by an Embassy at 3, Hans Crescent, S.W.I. The Chargé d'Affaires is Sr. Jorge Espinosa.

There is a Consul-General at Liverpool and a Consul at Glasgow. Britain is represented by an Ambassador in Quito and a Consul and Vice-Consul at Guayaquil. The Ambassador is Norman Mayers.

The United States are represented by an Embassy at Quito, and a Consul and three Vice-Consuls at Guayaquil.

FALKLAND ISLANDS

The Falkland Islands lie 300 miles east of the entrance to the Straits of Magellan, and form a land surface of 4,618 square miles. Their conformation, with fjord-like inlets and evidences of glacial action, shows some resemblance to Eastern Tierra del Fuego.

East Falkland, with its adjacent islands, has an area of 2,580 square miles; West Falkland, with its islands, 2,038 square miles. These two groups constitute the "Colony," as distinct from the Dependencies, far to the southward, which form part of Antarctica. They lie between lat. S. 51° and 53° and between long. W. 57° and 62°; approximately 1,000 miles due south of Montevideo and 480 miles north-east of Cape Horn.

Mount Adam, the highest point of West Falkland, is 2,315 ft. high. Mount Usborne, the tallest peak of the Wickham Heights,

on East Falkland, is 2,245 ft.

The people of the Falklands are almost exclusively of pure British descent, and descendants of the early pioneers own the greater part of the land. They are hard-working and thrifty and number 2,230.

The general health is good.

Climate:—The islands are in the same latitude South as London is North but there is little similarity in climate apart from the hours of sunshine, which are almost identical. Mean monthly temperatures are uniformly lower than in London but London has both higher and lower extremes. There are no warm spells, such as occur in a good English summer; there may be cold outbreaks at almost any time of the year and the weather is generally changeable. The Islands are exposed and persistent strong winds spoil many otherwise pleasant days in the summer. (The wind reaches gale force one day in five). Annual rainfall is rather higher than in the London area.

The climate is bracing. Some people find the strong winds trying though somewhat similar conditions are found in the exposed coastal districts of Scotland. Spring, Autumn and Winter clothing, as used in the United Kingdom, is suitable. There is no need for extra-heavy underclothes and wind-proof outer clothing is much

warmer.

Mean Annual Temperature = 43° F.
Mean Annual Maximum = 70° F.
Mean Annual Minimum = 19° F.
Mean Annual Wind Speed = 15 knots.
Mean Annual Rainfall = 30 inches.

Stanley, on East Falkland, in the north-east group, the only town of importance, has a fine inner and outer harbour. The population is about 1,320, and its houses are mostly of wood and iron. It is very difficult to rent a house at Stanley, but there is a small hotel and a few boarding houses which are reasonably comfortable. The bay, surrounded by low-lying hills covered with a brownish vegetation, looks somewhat like home to the native of

Northern Scotland. Saddle transport is general, although a few

motor-cars and lorries are in use.

Points of Interest:—In Sparrow Cove, Port William, can be seen the "Great Britain"—the first of the iron screw steamships. Government House, the Colonial Secretary's Office, and the little Cathedral claim attention, as well as the monument commemorating the Battle of 1914. The Town Hall, containing the Museum, Library, Court-room and Post Office, was destroyed by fire in 1944. The new Town Hall was completed in 1950.

Landing :- By shore-boat. Currency: -Local Government notes and English coins.

Communication between Stanley and the outside world is maintained through Montevideo, to which there is a monthly service by steamers of the Falkland Islands Coy., Ltd. These sailings make connections at Montevideo with Royal Mail Lines "A" and "H" class vessels both to and from England.

The inter-island service for passengers and mails is carried out by s.s. "Fitzroy", the Government owned "Philomel", and by the local Government air service.

EARLY HISTORY.

The Falklands are said to have been visited in 1592 by the English navigator Davis and in 1594 by Sir Richard Hawkins, who first described them in detail. Captain Strong landed upon them in 1690 and gave them their present name. During the first half of the 17th century adventurers from St. Malo visited the islands, and called them Iles Malouines in French, and Islas Malvinas in Spanish.

In 1764 they were taken by France, and Bougainville planted a small colony at Port Louis. Two years later France admitted Spain's prior claim and ceded her Fort Louis. I wo years later France admitted Spain's prior claim and ceded her rights. In 1767 England asserted her dominion, and a post was established in the West Falklands to survey the group. This was driven out by the Spaniards in 1770 and restored in the following year, after threat of war. The post was abandoned in 1774, and there was no further formal occupation until 1820, when the "United Provinces of South America" hoisted their flag at Port Louis. This settlement was broken up in 1831 by an American warship owing to the illegal imprisonment, by a German in charge of the settlement, of some American sealers. In 1832 British warships were sent to reassert Britain's claim. Argentina refused to leave; its flag was struck, the British flag raised, and the Argentine garrison expelled. There has been no change of ownership since. Centenary celebrations were held in 1933. in 1933.

The Argentine Government still does not recognize the British occupation. In Argentina the Falklands are known as the "Malvinas."

ADMINISTRATION.

The Colony is administered for the Crown by a Governor, aided by an Executive and Legislative Council. The Legislative Council is composed of the Governor (President); three ex-officio members -the Colonial Secretary, the Senior Medical Officer, and the Agricultural Officer; two official and two non-official members nominated by the Governor; and four representatives elected by the people.

The Governor is ex-officio Judge; there is usually a magistrate

for East Falkland, and one for each of the Dependencies.

Education, reaching a General Certificate of Education Standard, is provided in Port Stanley by Government. Outside Port Stanley education is carried on either in Settlement Schools or by Itinerant Teachers.

GOVERNOR: Sir Miles Clifford, K.B.E., C.M.G., E.D.

NATURAL PRODUCTS.

Soil :- Upon East Falkland the country is wild moorland, interspersed with rocks and stones. Building-stone of Devonian and Gondwana formations is found in different parts of the island. The soil is chiefly soft peat, making travelling difficult. There are no roads except in Stanley, and communication is by horse, boat, or

caterpillar cars. The islands are so well adapted for sheep-farming that the whole acreage has been devoted to that industry. The tussac, which grows to the height of 7 ft., yields fattening food for cattle; it has disappeared from the main East and West Falklands, but abounds on the smaller islands. There are only a few trees.

Farming methods are less advanced than in Argentina. poverty of the soil, the isolation of the colony, and the intemperance of the climate, make progress difficult. The whole colony carries only 12,181 cattle and 3,003 horses. Sheep-farming is the only important industry. The islands carry some 618,627 sheep, yielding about 4 million lb. of wool for sale, chiefly on the London market. Surplus sheep are boiled for tallow. Export of wool: 1951-4,319,315 lb., value £557,736; 1952—4,065,023 lb., value £656,623.

Export of hides and skins: 1951-2,957 cwt., value £32,673; 1952—4,275 cwt., value £38,178. Tallow, 1951—670 cwt., value £1,877; 1952—683 cwt., value £268.

A single company farms almost one-third of the area and one-third of the sheep. The larger of the 23 remaining farms are owned by companies and farmed by resident managers.

Small quantities of oats and potatoes are grown.

COSTS AND WAGES.

The cost of living is approximately the same as within the United Kingdom. Freights necessarily add to the prices of groceries, all of which are imported. There is, however, no purchase tax, and only tobacco, wines, spirits and beer are subject to import duty. Small luxury goods on which the freight is correspondingly low are therefore much cheaper than in the U.K.

Shepherds get £12-£12. 10s. per month, plus cost of living bonus at the rate of £7. 6s. 3d. per month, with quarters, fuel, meat, and milk free. Navvies get from £10. 10s. to £11 a month, with a cost of living bonus. No labour may be imported, except by permit

from the Colonial Government.

OVERSEAS TRADE.

			1949.	1950.	1951.	1952.
_			£	£ ,	£	t t
Imports .	 * 6		294,515	328,372	440,703	662,071
Exports .		* 2	420,722	569,027	621,963	713,127

The principal imports are hardware, groceries, timber, drapery and wearing material. The exports consist of wool, tallow, hides and sheepskins.

POSTAL COMMUNICATIONS.

Mails are received about once a month, via Montevideo. Air mail for the Islands is sent by air to Montevideo and on by sea. Rates are 6d. for air letter forms, 1s. up to 5 grammes, with 1s. for each additional 5 grammes. The inter-island service for passengers and mails is carried out by s.s. Fitzroy, the Government owned vessel Philomel, and by the local Government Air Service.

Postage.—British Empire 21d. per ounce; other parts 5d. first

ounce, 3d. per additional ounce.

Wireless communication is now maintained with London, Montevideo, Punta Arenas (Chile), General Pacheco (Arg.), South Georgia and Bergen (Norway). There is a Government local relay system.

THE DEPENDENCIES.

The Dependencies, as distinct from the Colony, include the land surface between longitudes 20° W. and 50° W. to the south of latitude 50° S.; and between 20° W. and 80° W. to the south of latitude 58°. The boundaries include a sector stretching to the South Pole, the territory of Graham Land and a number of islands. Of the lastnamed, South Georgia, the South Shetlands, South Orkneys, and South Sandwich Islands are the chief.

The total area of about 3 million square miles includes about 1 million square miles of sea, fairly accessible for whaling, sealing, and fishing. The Weddell Sea, with its floes and icebergs, forms

part of the area.

A chain of stations at which work on surveying, geology, meteorology, etc., is done, is maintained in the Dependencies. This work is carried out by the Falkland Islands Dependencies Survey.

The whaling industry in Antarctic waters is greater than that of the entire remainder of the world. Whale products are exported

through South Georgia as follows:

		Quantity	Value
Whale oil (barrels) Whale meat meal (lb.) Solubles (lb.) Other Whale Products	••	233,518 28,249,599 12,572,336	2,861,803 359,660 140,316 28,944

South Georgia, in latitude 54½° S. and longitude 36° to 38° W., has an area of about 1,000 square miles, and a population of about 1,500 during the summer whaling season and rather less than half that number during the winter. There are three land-based whaling factories, and of the whalers most are Norwegian or Swedish. The resident magistrate and other officials are stationed at Grytviken Harbour, where there is a wireless station in communication with Stanley.

South Georgia is a mass of high mountains covered with snow where not too precipitous. Observations extending over three years point to snowfall upon 124 days per annum. The valleys are filled with glaciers which in many cases descend to the sea. The coastal region is free from snow in summer and more or less clothed with

vegetation.

The **South Shetlands**, about 400 miles S.E. of Cape Horn, have good summer harbours, including one at Port Foster on Deception Island, a place notable for its hot springs. There is one shore whaling station but it has not been worked for several years.

The South Orkneys, about 200 miles eastward of the South Shetlands, serve as a base for whalers, as do the South Sandwich Islands, a volcanic group some 250 miles S.E. of South Georgia.

The trade done by the Dependencies is as follows:-

				1949.	1950.	1951.	1952.
_				£	£	£	£
Imports				1,703,894	5,934,293	2,865,746	2,406,411
Exports				3,553,244	6,576,346	3,101,440	3,989,289
These	figures	includ	le re	e-exports.	In 1952 re-exports	amounted to	£.299,124.
Of the	1952	import	s, £.	461,800 is	accounted for by v	hale product	s, brought in

from the High Seas and later re-exported.

FRENCH GUIANA

Routes to French Guiana:—Cayenne is on the east coast route of Pan American Airways. The Surinam Navigation Company has a fortnightly service between Cayenne and Dutch Guiana. Normally, the French Line touches at Trinidad, Surinam, Cayenne, and St. Laurent. There is a small steamship service which calls at nearly all the coastal towns of French Guiana.

Guyane, the only French possession in South America, lies north of Brazil, its eastern frontier formed partly by the River Oyapok and its southern by the Tumuc-Humac mountains. The western frontier with Dutch Guiana is along the Rivers Maroni and Itany. The northern boundary is the Atlantic coastline of about 300 kilometres.

The area is estimated at 34,740 square miles, or one-third that of France. The land rises gradually from the coastal regions to the higher slopes and plains or savannahs, about 50 miles inland. Forests cover the hills and valleys of the interior.

The colony is well watered, for over twenty rivers run to the Atlantic. Besides those named there are the Mana, Cayenne, Sinnamarie (with its tributary the Coureibo), Maroni, Oyack, and Approuague. Smaller rivers and tributaries are the Inini, Ardoua, and Camopi.

The only mountain range of importance is the Tumuc-Humac. Among the higher peaks are Mounts Mitarka, Temorairem, Leblond, and Timotakem, this last in the extreme south on the Brazilian

frontier.

The islands include the Enfant Perdu, the Malingre, Iles du Salut,

Ile du Diable, and Rémire.

On the Iles du Salut ("Devil's Island"), 27 miles north-west of Cayenne, was the notorious convict settlement in which French prisoners were interned until 1945. Dreyfus was a convict there.

The climate is tropical with a very heavy rainfall. Extreme ranges of temperature are 36 and 61°F., but is usually between 43 and 52 degrees. The rainy season is from November to July, with a short dry interruption in February and March. The great rains begin in May. The dry season is from July to mid-November. The best months to arrive are February and March. Tropical

diseases, dysentry, malaria, etc., occur, but the colony is fairly healthy.

The population, at the last census, was 26,570.

Cayenne, the capital and the colony's chief port, is on the island of Cayenne at the mouth of the Cayenne River. The population is about 12,000. It is 400 miles from Georgetown (British Guiana) and 260 miles from Paramaribo (Dutch Guiana) by sea. Ships discharge into lighters. The mean annual temperature is 80°F., and varies little; the average rainfall is 100 inches. There is a road to St. Laurent (140 miles), and another running inland (25 miles). All the political and commercial administrations are at Cayenne.

Hotels:-Hotel des Palmistes ; Hotél de l'Europe. There is a housing shortage.

Unfurnished and furnished rooms are expensive.

Air Services:—See under Air Section. The aerodrome is 17 kiloms, from the town. The Brazilian Cruzeiro do Sul has a service between Belem, capital of Para state, and Cayenne.

St. Laurent du Maroni, on the Maroni, with about 2,000 inhabitants, is the next important town. There are two hotels, slightly cheaper and no better, nor worse, than those at Cayenne.

ADMINISTRATION.

Awarded to France by the Peace of Breda in 1667, French Guiana was twice attacked, first by the British in 1667 and later by the Dutch in 1676, when the Governor was taken a prisoner to Holland. In the same year the French retook possession and remained undisturbed until 1809. In that year a combined Anglo-Portuguese naval force captured the colony, which was handed over to the Portuguese (Brazilians). Though the land was restored to France by the Treaty of Paris in 1814, the Portuguese remained until 1817. Gold was discovered in 1853, and disputes arose about the frontiers of the colony with Dutch Guiana and Brazil. These were settled by arbitration in 1891, 1899, and 1915.

By the law of March 20, 1946, the "Colony" of French Guiana became a French "Department," with the same laws, regulations, and administration as a department in metropolitan France. The

chief Courts sit at Cayenne.

NATURAL RESOURCES.

The soil is fertile, the subsoil rich; there are 750,000 acres of land available for stock raising, and the coastal waters teem with fish. It could be a prosperous agricultural region, but will not be so till agriculture turns to subsistence farming (rice, vegetables, stock raising) to fulfil domestic needs and provide export to the Antilles. Forests should be exploited, roads built, immigration encouraged. Factors which offset this future are the sparse population, and the emphasis on gold mining.

Agricultural products are few and of little importance for export, the principal being sugar, coffee, and cacao. Sugar is grown on 430 hectares. Production is only some 92 metric tons, and 1,273 metric tons of Tafia, or molasses rum. There are cultivated for domestic consumption sweet potatoes, manioc, maize, tobacco, and bananas. Only about 9,000 acres are under cultivation.

Various timbers, including rosewood, are found in the forests,

but these have hardly been touched as yet; though a fair amount of hardwood is exported. There are factories for the production of rosewood extract, which is exported to France. Small amounts of balata are collected. Export of sweet orange oil is increasing.

The gold mines exported 430 kilos in 1950, 311 kilos in 1951. It is the chief industry. Other minerals found include silver, copper, iron, lead, mercury, and phosphates.

Trade:—France and the French territories overseas supply most of the imports and take most of the exports.

			IMPORTS.	Exports,
			Francs.	Francs.
1950	 	* *	1,393,300,000	210,200,000
1951	 		2,085,300,000	203,700,000
1952	 		2,823,000,000	150,000,000

Imports into French Guiana cover a very large variety of commodities, cotton goods, clothing and underwear, metal goods, wines, oils, shoes, paper, dried fish, and flour.

GENERAL INFORMATION.

The language is French. The religion is predominantly Roman Catholic. Weights and measures are metric.

The currency is based on the French unit of value, but the coins and bank-notes differ in design.

Transport:—There are no railways, and the few roads lead to the capital. The main road, more or less a trail, runs for 130 klms. from Pointe Macouria, on the roadstead of Cayenne, to Iracoubo. Another 117 klms. takes it to Nana and St. Laurent. One to three ton boats which can be hauled over the rapids are used to reach the gold seekers, the forest workers, and the rose wood establishments, but air services are beginning to be used.

Commercial Travellers:—The visa of a French Consul is required on passports. No licenses are required and arrangements can be made for the temporary admission of samples under bond for the amount of duty; this is cancelled when the goods are reexported. The cost of living is up about 300 per cent. since 1939.

Public Holidays:—In addition to the feasts of the Church:— January I: New Year's Day; July 14: Fête Nationale; and December 25: Christmas Day. Mohammedan holidays are observed, but the dates are uncertain.

There is radio-telephone communication between Cayenne, St. Laurent, St. Georges, Régina (Approuague), the Isles du Salut, and Suriname.

Two ordinary telephone lines connect Cayenne and Iracoubo via Macouria, Kourou, and Sinnamary, and St. Laurent and Mana. Foreign telegraph communication is via Paramaribo or Fort-de-France, from the TSF station at Cayenne.

Outward mails are despatched by various routes at frequent intervals. Postage from Britain, 4d. first ounce, 2½d. each ounce after. Homeward mails, irregular. Air mail, see page 28.

GUATEMALA

External Communications: -- The United Fruit Company have sailings to Puerto Barrios from New York, New Orleans, Boston, and Philadelphia. This is Puerto Barrios from New York, New Orleans, Boston, and Philadelphia. This is the most rapid way by which Guatemala may be reached by sea from Europe. The journey takes six and a half days from New York and four days from New Orleans. There is a monthly cargo service of Saguenay Terminals Ltd., from Montreal to Puerto Barrios, Cristobal C.Z. and British Guiana, and some of the vessels have limited passenger accommodation. Messrs. Elders & Fyffes have occasional sailings from Avonmouth and Swansea to Puerto Barrios, where Royal Dutch S/S Co. (KNSM) from Amsterdam. and the Hamburg-America Line from Hamburg also call monthly. Hamburg also call monthly.

The Pacific Steam Navigation Company have sailings from Liverpool to West Coast of South America and passengers and cargo for Guatemala are landed at Cristobal C.Z. The passengers continue by air; but cargo connections can be made at Cristobal for Guatemala with the frequent departures for San José of Grace Line and Independence Line, which have a service from the West Coast ports of U.S. to Central America and the Canal. The monthly services of the French and Italian Lines pass through the Canal to North Pacific ports. Direct steamers from Europe take about three weeks to reach Central America, with the exception of the French Line which calls regularly at Guatemala and covers the distance from

Antwerp in about 17 days.

Air Services:—By air Guatemala is connected by the Pan American Airways and TACA with the United States via Mexico and with South America via Panama; also with the capitals of the other Central American republics. K.L.M. airlines has a service to Guatemala on its Curação-Salvador-Mexico-Montreal-Europe route.

A local company, AVIATECA, with headquarters at Guatemala City, has a monopoly of internal traffic and links most towns with the capital. It has also a weekly service to Belize, British Honduras. Its main business is the carriage of chicle from El Peten.

Both Guatemala City and Puerto Barrios have large airports, and there is a military air base at San José. Nearly all the county towns have landing grounds.

Guatemala City, capital of Guatemala, set on a plateau 4,880 ft. above the sea, is connected by rail with the Atlantic at Puerto Barrios (200 miles), with the Pacific at San José de Guatemala (75 miles), and Champerico (156 miles); also with the Mexican frontier at Ayutla (177 miles), and with San Salvador via Zacapa (254 miles). It is connected by road with San Salvador to the East (165 miles) and also with the Mexican Republic on the western side. Work has now been started on a highway (235 miles) which will connect the capital with the Atlantic in the vicinity of Puerto Barrios at Santo Tomas, the old Belgian Settlement further within the bay, where a modern port will be built.

The city's population is 295,181, the climatic range is from 45 to 85° F., and the rainfall about 45 in. per annum. The city was founded in 1776, after the destruction of the former capital now called Antigua, some 25 miles away. Its surroundings of green hills and volcanoes are strikingly beautiful. The streets are broad (and practically all are either asphalted or cement paved), and in the business quarter many imposing buildings have been erected. The National Palace, the Police Headquarters, University, Public Health Institute, Chamber of Deputies, the Post Office and Airport are notable. There are four particularly beautiful churches, the Cathedral, the Cerro del Carmen, La Merced and Santo Domingo. Municipal improvements to the drainage and water supply have been made.

Guatemala City is the only commercial centre in the country. All

agents for foreign firms are concentrated there.

Touring agencies promote travel within the country, which is rapidly being opened up by good motor roads, many asphalted. The roads are serviceable during the rains. It is now possible to drive from Guatemala City through the highlands to Totonicapan, visiting Lake Atitlán and Sololá en route, and thence down to Quetzaltenango, and on to San Marcos and the Suchiate River (Mexican frontier, 12 hours) or to other towns in western Guatemala. It is also possible to motor from Guatemala City across the frontier to Santa Ana, in the Republic of Salvador, and on to the capital San Salvador, in 7 hours. The route is through Barberena, Cuillapa, San José, Acatempa, Progreso and Asuncion Mita. This motor tour is a fascinating experience, with magnificent stretches of scenery and numerous Indian villages by the way or just off the route. From Guatemala City one may also drive all the way along an asphalted road to the port of San José on the south coast in 2 hours, or go by autobus in 3 hours. Quetzaltenango is reached by car in 6 hours, and Cobán in 12 hours.

Hotels:—San Carlos Gran, Palace, and Pan American, comfortable and excellent meals, U.S. 88.00-10.00 a day with board; also Pension Gueroult and Royal House for a long stay. There is a permanent display of Guatemalan manufactured articles at the Hotels mentioned. (See advertisements). In addition a large number of good comfortable hotels and boarding houses are now available at more moderate rates.

Restaurants: - Triana; The Patio, under American management; Los Arcos;

Sans-Souci.

Night Clubs:—Triana; Las Palmas; Casa Blanca.

Taxi-cab Fares:—The minimum fare is 75 centavos. Taxis of the Ferrocarril

Azules, Concordia and Palace Companies can be recommended.

British Legation:—11, Calle Poniente, No. 10.

Cables:—All America Cables and Radio, Inc., 6a Avenida Sur Esquina, 10a

Calle Oriente. Tropical Radio: 12, Calle Oriente 1B and Palace Hotel.

Bank of London and South America; Banco Agricola Mercantil; Credito Hipotecario Nacional de Guatemala; Banco de Occidente,

Clubs:—Guatemala Club and the American Club. There is a golf course at

the Guatemala Country Club, 5 miles from the city, and the Mayan Golf Club. The Guatemala Lawn Tennis Club is the chief centre for tennis.

Tourist Bureau :- 11 Calle Poniente.

Rail:—International Railways of Central America to Puerto Barrios, two through trains daily in each direction, rol hours. San José de Guatemala (Pacific port, two trains daily in each direction). To Champerico via Retalhulue, daily: to San Salvador via Zacapa, daily; connection is made at Ayutla (186 miles) with the National Railways of Mexico.

No meals are served in trains, although sandwiches and light refreshments, iced

beer and soft drinks can be bought.

Road:—Motor-car (or motor coach) can be taken to San Salvador, capital of the neighbouring republic, and to Tegucigalpa (Honduras), Nicaragua, Costa Rica and Mexico City can all be reached by road.

EXCURSIONS.

To Lake Amatitlan by rail (see Amatitlan), or by motor.
To Antigua by motor (25 miles).
To Lake Atitlan by rail (87 miles) to Patulul, and motor car to Solola, where there is an hotel; or by motor car from the capital. A steam launch makes regular trips upon the Lake Atitlan, which is 63 miles in circumference, and 6,000 ft. above the Volcanic mountains surround the water, there are numerous picturesque islands, and a dozen primitive Indian settlements are seen upon the shores.

Hotels at Lake :- Tzanjuyu; Casa Contenta.

Puerto Barrios, in the large land-locked Gulf of Amatique, on the Atlantic coast, is the terminus of the International Railways of Central America. It is about 200 miles from the capital, and has a population of 21,378. Three-fourths of the import trade of the country is done at this port. Ships anchor in Barrios Bay in 6 fathoms with good holding ground. The bay is well sheltered and there is no bar. A covered concrete pier running E, and W. projects from the shore 2,112 ft. Width 126 ft. Sheds for coffee and cargo 1,065 ft. in length, with railway tracks on each side. The north side is used for loading bananas. Cargo is handled off the south side. which can accommodate three large ocean-going vessels, the depth alongside being 25 to 29 ft. Also berthing room for three smaller craft drawing less than 15 ft. Lighters and tugs are available and a dredger is in operation. There is a hospital at Quirigua. There is no road to Guatemala City, though one is being built. It is served by air from the Capital three times a week.

Tourists may ascend the Rio Dulce as far as Lake Izabal and the old Spanish fort, San Felipe, set among superb river and lake scenery. Sixty miles out of Puerto Barrios by rail is Quirigua, where are the wonderful Maya ruins. There are temples, monoliths

and columns covered with baffling inscriptions.

A new port, Santo Tomas, is being built a few miles from the

port of Puerto Barrios.

Hotels:—Del Norte, \$6 U.S.; Tivoli, \$3 U.S.

Steamers:—Weekly to New Orleans and New York. A motor-boat service is maintained with Livingston and Puerto Cortes.

Railway:—To Guatemala City, 7.45 a.m., arrive 5.45 p.m. Also night service, 12 hours, but best avoided unless there is a semi-Pullman car. Fare Q5.90.

Cables: - Tropical Radio, United Fruit Company building.

San José, an open roadstead on the Pacific side, is the second port of the country. It is connected with the capital by 75 miles of rail, with two daily trains, and by an asphalted motor road (68 miles, 1½ hours by car, 3 hours by daily motor coach). San José has an iron wharf 915 ft. long by 72 ft. wide, with a depth of 35 ft. at pier-head. Here there is storage room for 8,000 sacks of coffee. There are facilities for receiving 600 tons of merchandise per day, and for handling weights up to 15 tons. The chief exports are coffee, honey, sugar, hides, deerskins, mahogany, cedar, and essence of lemon grass. The population is small (8,116) and the place is of importance only as a port of entry or departure and as a seaside resort. Owing to the heavy surf, ships have to anchor about a mile off the pierhead and all cargo and passengers are transported by lighters which are towed alongside the pier.

Rail:—To Guatemala City and Puerto Barrios; also to Champerico via Retalhuleu

and to the Mexican border.

Hotels: - California, \$3.50 U.S.; Pacifico, U.S. \$5; Vina del Mar (new, with swimming pool), U.S. \$6.

Trains:—For the capital leave at 5.20 a.m. and 2.25 p.m. arriving at 10.30 a.m.

and 7.35 p.m. respectively. Fare, Q1.80.

Steamers: - Regular three-weekly service with Champerico and Puntarenas C.R. and Ecuadorean, Peruvian and Chilean Ports; also with Seattle, Vancouver, and French, Belgian, and Scandinavian ports. Passenger accommodation is difficult to obtain.

Cables:—All America Cables and Radio, Inc.

Amatitlan, upon the lake of the same name, is 23 miles by rail and 17 miles by asphalted road from the capital. The lake, a beautiful sheet of water 7½ by 2½ miles, gives fishing and boating. There are thermal springs on the lake side with groves of trees, coffee and sugar plantations. The lake is surrounded by picturesque chalets with lawns to the water's edge. Population, 11,552; Altitude, 4,080 ft.

Hotels :-- Central ; Los Arcos.

Antigua, the former capital, 25 miles from Guatemala City, is reached from that point by motor-car and daily service of motorcoach. The town is pitched 5,000 ft. above sea-level in view of the three volcanoes-Agua, Fuego, and Acatenango-which rise to some 13,000 ft. It had in the eighteenth century a population of 80,000, a university, and about one hundred churches and monasteries. An earthquake of 1773 destroyed the city, creating ruins which rank with the most impressive in the New World, but the Cathedral, built 1534, is intact. Picturesque coffee estates surround the town, which has 16,613 inhabitants.

Antigura has splendid examples of Colonial architecture, such as the Palace of the Captains-General. See the ruins of El Carmen; of Santa Cruz, off the road in a coffee plantation, and the many churches and monasteries within the city; the hospital, the Cabildo, the Museum, Casa de los Leones, and the Church of La Merced.

Hotels:-Nimajay, 50 rooms; Posada Belen; Q4.00-10.00 a day, with meals;

Aurora; Antigua.

Ayutla, upon the Mexican frontier, is 49 miles by rail from Retalhuleu. It is separated from the Mexican town of Suchiate by the Suchiate River; the two railway stations are about 3 miles apart. The river is crossed by a railway bridge to Suchiate, from which point Mexico City can be reached over the Mexican National Railways. There is a road bridge 25 miles up-stream into Mexico. Population, 5,674.

Hotels :- La Perla ; Pension Rosita.

Champerico, an open roadstead upon the Pacific, in the western part of the country. The town has only about 2,711 inhabitants, but it is served by daily trains from the capital via Retalhuleu throughout the year. The long iron wharf is connected by two railway tracks with shore warehouses. It has storage for 8,000 bags of coffee, and facilities for handling 300 tons of cargo daily. It is the port for Retalhuleu and Quezaltenango, and is visited frequently by steamers plying to Europe via the Canal and between Puget Sound, San Francisco and Ecuadorean, Peruvian and Chilean ports.

Hotel :- Miramar.

Chiquimula, capital of Department of the same name, is 18 miles from Zacapa, on the International Railways, and can be reached from the Capital either by rail via Zacapa or by road. It stands 1,245 ft. above sea-level, and has a population of 23,015. Climate, warm but healthy. The principal products of the Department are rice, corn, beans, coffee, sugar-cane, cacoa, and tobacco. There are also minor silver, lead, copper and gold mines. Chiquimula has kept much of its Colonial character. See in particular the Church.

During the month of January thousands of pilgrims pass through the town on their way to Esquipulas, where there is a famous

sanctuary.

Hotels: - Zacapa; Pension Guatemala.

Coatepeque, in the Department of Quezaltenango, stands at an altitude of 1,580 ft., and has a population of 22,811. It is 44 miles from Quezaltenango, 160 miles from Guatemala City, and 21 miles from Ayutla. It is reached from the capital by rail and road, and from Quezaltenango by motor. It is the centre of one of the richest coffee zones in the country. Other products are maize, sugar cane, bananas, and cattle.

Hotel: - Europa, Ambos Mundos.

Cobán, capital of the Department of Alta Verapaz, is 100 miles north of Guatemala City, in the centre of a rich coffee-growing district. The climate is semi-tropical, the altitude is 4,331 ft., and the population 29,242. There are water connections with Livingston, near Puerto Barrios, including a 28-mile link of railway between Panzos and Pancajche. A road is open all the year round to Pancajche and another to El Rancho (dry season only) on the International Railway. AVIATECA plane service 3 times a week.

Hotels:-La Posada; Monja Blanca.

Escuintla, 32 miles from the capital along the new road to San José and upon the railway to San José and the Mexican frontier, is a winter resort. The Agua volcano faces the town, which is situated in a rich tropical valley at an altitude of 1,100 ft. Population, 31,625. The town is famous for its medicinal baths and fruit. There are motor roads to Taxisco, to Guatemala City, and Antigua. Air port at Concepción, 2 miles away.

Hotels :- Ferrocarril; Metropol.

Flores, capital of Petén Department, is 280 miles from Guatemala City, whence it may be reached by air. It is also reached from Belize, British Honduras, via the Belize River, and then overland, a trip which takes anything from 4 to 15 days, according to the weather. The products are chicle and timber. Population, 3,305. Altitude, 436 ft. The town is built on an island in the middle of a beautiful lake. The Mayan ruins of Tayasal are near.

Hotel: - Cambranes.

Huehuetenango, 150 miles from the capital and towards the Mexican frontier, is a lead, silver, and copper mining centre, at the foot of the Cuchumatanes mountains. There are good roads to Quezaltenango (57 miles), and Guatemala City, (181 miles). A short road to Comitan (Mexico), completes the Inter-American Highway from Nuevo Laredo (U.S.A.) to Ocotal, on the Guatemalan border. The remaining portion to Huehuetenango to connect with San Salvador has still to be built.

The climate is pleasant, for the elevation is 6,100 ft. The population is 16,783. Air and motor-coach services to Capital daily.

Hotel:-Pan American.

Jalapa, capital city of the Department of Jalapa, is situated in a beautiful valley at an altitude of 4,526 ft. It is reached from Guatemala City by motor car and then by train to Jalapa Station. The main products are corn and beans. Population, 27,331. Average temperature, 68° F., but falls in December and January to as low as 41° F. The valley of Monjas, near the city, is one of the most fertile in the country. A motor bus service runs daily.

Livingston, on the left bank of the Rio Dulce, is 14 miles northwest of Puerto Barrios on the Gulf of Amatique. Its principal trade is in bananas and boat-building. The place serves as a

starting point for Cobán via the beautiful Dulce River, Lake Izabal and the Polochic River, as far as Panzos (110 miles), rail to Panjajche (30 miles), and thence by automobile (50 miles). There is an over-night stop at Panzos, but food should be carried for the trip. The population is 7,195. Livingston ships about 100,000 quintals of the famous Verapaz coffee from Cobán annually.

Hotel :- Livingston.

Mazatenango, on the Central Railway, 114 miles from the capital, 80 miles from San José, is the chief town of the Costa Grande zone, a district fertile in coffee, sugar, cocoa, and tropical fruits. Population, 18,013. Altitude, 1,250 ft. Aviation field at Chitalon, 2 miles away.

Hotels :- Guatemala, Josué, Pension Jumay.

Quetzaltenango, second city of the Republic and the capital of its Department, is 70 miles inland from Champerico and is served from that port by International Railways as far as San Felipe, thence by motor car. The altitude is 7,800 ft., the population 36,209, and the climate good. The neighbouring valley is fertile in grain and coffee. The streets, houses and people are picturesque. A road is open via Lake Atitlán and through Godinez and Chimaltenango to Guatemala City (124 miles). A road through San Marcos runs to the Mexican frontier; another joins Quetzaltenango and Totanicapán (17 miles). The richly rewarding Indian township of Chichicastenango is 50 miles away by road. It has fascinating market scenes on Thursdays and Sundays, distinctive tribal costumes and exotic products. The best hotels are the Mayan Inn and the Chaguilla.

Hotels:-Plaza; Recreo; Modelo, \$4-7 U.S.

Quiché, 90 miles west of the capital, 6,500 ft. above the sea, has a population of 19,451. The ruins of Utatlán, the Indian city which the Spanish conquerors destroyed, are close at hand.

Quiriguá, in the valley of the Motagua River, and on the railway from Puerto Barrios (60 miles), has the remains of a Maya temple and carved monoliths of prehistoric age and remarkable beauty. The United Fruit Company Hospital is here.

Retalhuleu, a town of 19,994, on the International Railway, is reached from Champerico (28 miles) and from Ayutla. The town serves a large number of coffee and other estates. The climate is hot. Altitude, 785 ft.

Hotels :- Astor ; Central.

San Marcos, near the Mexican frontier, and 35 miles west of Quezaltenango, is a centre of the coffee trade. Altitude, over 8,000 ft. The Indian town, San Pedro Sacatepéquez, one mile away, is of considerable commercial importance. The combined population is about 12,192. It has an air port and a radio station. The motorroad from Quetzaltenango is exceptionally picturesque. This road, a section of the Pan-American Highway, is continued to the International Bridge over the Suchiate River, at Talisman into Mexico. Hotel:—Longo.

Sololá overlooks Lake Atitlán from an altitude of 7,000 ft. The Sololá and San Pedro volcanoes are in the same district, and the scenery is impressively grand. Sololá is reached by motor from Guatemala City (100 miles), via Los Encentros. Population, 16,702.

Close by is the native village and tourist resort of Panajachal, on the borders of the lake.

Hotels: Tzanjuyu and Casa Contenta.

Totonicapan, capital of its Department, is east 15 miles from Quetzaltenango, or about an hour by car. It has an Indian population of 29,357, and a semi-tropical climate. Altitude, 8,300 ft. Products: wheat, corn, beans, wool. There are roads to Guatemala City (110 miles); to Nahuala; and to Quetzaltenango (this is the first section of a road, 76 miles long, which is being built to Champerico).

Hotel:—Central.

Zacapa, with a population of 18,000 stands 100 miles from the capital on the railway to Puerto Barrios, or about midway. Passengers stop for meals. A line from this point connects with the Salvador section of the International Railways. Altitude, 613 ft. Good quality tobacco is grown, and the local sulphur springs are used in the treatment of rheumatism. There is a road to the Capital.

Hotel :- Ferrocarril.

PHYSICAL FEATURES.

Guatemala, the chief commercial country of Central America, has a superficial area of 42,042 square miles. It is bounded by Mexico, British Honduras, Honduras, and Salvador. It has an Atlantic seaboard of 70 miles and a Pacific coast-line of 200 miles. About two-thirds of the country—the western and southern areas—is mountainous and volcanic, sloping sharply to the Pacific and more gradually to the Atlantic.

The Peten Department, however, is in the main a low, undulating plain. The Cordillera of the Andes is towards the Pacific coast. The Cockscomb range of mountains extends into British Honduras, and the Santa Cruz range towards Amatique Bay and the port of Livingston. The Merendon Mountains, east of the Motagua River,

divide Guatemala from Honduras.

Of the numerous volcanoes two only are still active. Fuego (12,581 ft.), long extinct, erupted once more in 1932 and is still smoking. A new and active vent in the volcano Santa Maria burst out in 1902 and gives continual evidences of activity; it is close to Quetzaltenango. Agua destroyed the first capital of Guatemala in 1541. Tacana (13,330 ft.) and Tájumulco (13,814 ft.), both near the Mexican frontier, are the two highest peaks. Santa Maria is 12,300 ft. high, Atitlán 11,500, Acatenango 13,000, Agua 12,300, Pacaya 8,500, Jumay 5,940, and Chingo, on the Salvadorean frontier, is 5,850 ft. Earthquakes are fairly frequent.

The important rivers include the Usumacinta, which enters Campeche Bay in Mexico; and the Motagua and Polochic (navigable) which have a course of about 300 miles before flowing into the Gulf of Honduras. The larger lakes are Izabal (36 miles in length),

Petén (27 miles), Atitlán (17 miles), and Amatitlan (9 miles).

The temperature, dependent in the main upon altitude, varies greatly. Most of the population lives at altitudes of between 3,000 and 8,000 ft., where the climate is healthy and of an even spring-like warmth—warm days and cool nights. The temperature in this "templada" region ranges between 45° F. in December and January to 85° F. in March and April. The coast lands and northern region,

low-lying, hot, humid and tropical, are covered with dense vegetation. The mean annual temperature in this "tierra caliente" is about 80° F. The winter months are 6-12 degrees cooler than the hot months of March and April. The pronounced rainy season is from May to October; the dry from November to April.

Population:—The census of 1950 showed a population of 2,787,030, consisting of 1,409,710 males and 1,377,320 females; the urban inhabitants number 880,141 and the rural population is 1,906,889. About 55 per cent. are Indians, speaking native dialects as well as Spanish, and illiterate. The remainder are of mixed Indian and Spanish descent (ladinos). The religion is Roman Catholic and the language of commerce Spanish, although English is widely understood. Immigration is discouraged. The birth-rate is 16.8, and the death-rate 11.2.

The population was estimated in 1953 as over three million.

GOVERNMENT.

PRESIDENT.

Col. Jacobó Arbenz Guzman,

MINISTRY.

Foreign .	Affairs (1.7	Guillermo Toriello.
Finance						Raul Sierra Franco.
Interior						Augusto C. Mcdonald.
There	nra catton	other	minietri	00		

Under the Constitutional Charter of 1945 the President is elected for a term of six years, and thereafter remains incligible for reelection for twelve years. The nominees are elected by the National Congress to replace the President in given contingencies. The President and Council of State are empowered in national emergencies to suspend certain constitutional guarantees. The Council of State has seven members, four nominated by the President, three elected by the Congress, and its functions are advisory. The National Legislative Congress, elected by direct popular suffrage, consists of deputies for each 30,000 inhabitants or fraction exceeding 15,000. Failing an absolute majority of votes for any one Presidential candidate, the Assembly elects the President of the Republic from among the three candidates obtaining the greatest number of popular votes. The Assembly declares war, governs national finance, and controls concessions.

Guatemala is administratively divided into 22 departments. The

governor of each is appointed by the President.

Compulsory social insurance was established in Guatemala by an act passed in 1946 which provided for the eventual establishment of a complete social security system. According to reports, coverage has thus far been limited to providing cash and medical benefits for occupational and non-occupational injuries. Insurance is compulsory for employees of five or more persons. Premiums are paid by means of a payroll tax on employers and employees and there is a contribution by the Government.

Railroad workers, Government employees, and workers on national and privately owned farms are covered in all parts of the Republic. Most of the persons insured are urban workers. The rural population of this primarily agricultural country is also now included in the social insurance system.

NATURAL RESOURCES.

The \$ sign represents American dollar. Quintal=46.01 kilos.

The country is mainly agricultural. The chief crops are coffee, maize, bananas, sugar cane, chicle gum, wheat, rice, beans, potatoes, cotton, and cacao. There are three well marked climatic zones. Land near the coast, up to an altitude of 2,000 ft., is suited to stock raising, sugar, essential oils, cotton, maize, rice, bananas, rubber, palms, tropical and European fruits and vegetables. The inland regions (2,000 to 6,000 ft.) grow sugar, coffee, maize, and fruits. A third zone, with an altitude up to 12,000 ft., is given over to wheat and other cereals. The soil is in the main good, but is not uniform. Owing to labour shortages, mechanical methods are beginning to replace the old ways of farming.

Land Reform: The Agrarian Census of 1950 disclosed that 70 per cent. of the cultivable land was in the hands of 2 per cent. of the landowners, 20 per cent. in the hands of 22 per cent., and 10 per cent. in the hands of 76 per cent.—these figures corresponding to the large, medium, and small landholders. A quarter of the land held by the small owners was sub-let to peasants who owned none at all. An agrarian reform bill of 1952 gave the Government powers to expropriate and re-distribute land. By October, 1953, 700,000 acres of Government owned lands had been distributed and 511,183 acres of private lands expropriated (of these, 234,000 acres were taken from the United Fruit Company). Some 60,000 farm workers have received land.

The staple product is **coffee**, mostly of fine quality and grown on steep mountain sides at altitudes of 1,500 to 5,000 ft. The chief coffee districts are in the highlands on the Pacific slope from Guatemala City to the Mexican border, and on the Atlantic side around Cobán. Trees are planted among other trees and hand labour is exclusively used. Trees bear in from 3 to 5 years, but most profitably during the succeeding 5 to 10 years. The area planted is about 128,000 hectares. The crop period is from November 1st to October

31st. The 1951-52 crop was 1,150,000 bags of 69 kilos. Internal consumption is 175,000 bags. The U.S. takes 86 per cent.

The coffee is mainly of the Arabica type, and accounts for 81.8 per cent. of the total exports. Exports: 1951—1,089,000 quintals, value \$58,465,000; 1952—1,327,000 quintals, value \$71,563,000.

The banana industry ranks second only to coffee, and in addition to the large plantations near Puerto Barrios, upon the Atlantic slope, new estates have been opened upon the Pacific for the supply of the Californian market. The United Fruit Co., and their affiliate, the Cia. Agricola are the only scientific producers, but bananas are grown for shade in coffee fincas as well. Bananas account for 5.4 per cent. of total exports. Exports: 1951—5,264,531 stems, value Q.6,010,318; 1952—3,107,840 stems, value Q.4,695,000.

Sugar is planted chiefly upon the Pacific slope at an altitude of 1 000 feet. The production of white sugar was 31,827 m. tons in 1,952-53, besides a considerable amount of foot sugar, or panela

(28,893 m. tons). Sugar is now imported.

Guatemala has an effective monopoly of the chicle gum extensively used for chewing in North America. Large quantities of chicle are gathered in the Petén province, flown to Puerto Barrios, and exported. Production fell from 40,000 quintals in 1948-49 to 19,800 quintals of first-class chicle and 9,000 quintals of second-class chicle (chiquitul) in 1951-52. Export: 1951—27,000 quintals, value Q.2,038,460; 1952—23,000 quintals, value Q.1,712,000.

The country is rich in timber, notably mahogany and cedar. The northern provinces contain vast areas of virgin forest largely unexplored. The Petén region is the richest. About 150 varieties of timber have been classified. Exports, 1952: mahogany, other cabinet woods, and ordinary timber (mostly pine), 7,499,000 board ft.,

value Q.762,000. There are small exports of cinchona bark.

Maize, the staple food of the people, yields one crop in the highlands and three in the coastal regions, yearly. Production, 10,000,000 quintals. Rice of excellent quality is grown for domestic consumption (15,000,000 lb.), as well as quantities of beans (159,476,000 lb.), sweet potatoes (666,000 bushels), and cassava (manioc). The soya bean is sown on 124 manzanas; sesame on 4,800 manzanas. Leaf tobacco production is about 4,600,000 lb. Production of cacao is 1,298,000 lb.

Wheat:—Large areas are suitable for wheat, which is cultivated exclusively and somewhat erratically by Indian peasants. The production is 400,000 quintals and large imports have to be made.

Cotton:—The native variety known as Criollo is of short staple (just under one inch) and is practically immune from attack by insect pests. It is very white and of exceptional strength. Production is 30 per cent. of native requirements, which are 60,000 quintals.

Production of vegetable oils is estimated at 2,300,000 pounds, including 1,000,000 pounds of oil from native palms, 900,000 pounds of sesame oil, 300,000 pounds of cottonseed oil, and 100,000 pounds

of miscellaneous oils, including castor, coconut and peanut.

Guatemala produces citronella oil and lemon-grass oil. There are 75 distillation plants. Only small quantities are used domestically. Exports: lemon-grass oil: 1952—306,000 lb; 1953—654,000 lb.

Citronella oil: 1952-592,000 lb.; 1953-136,000 lb.

There are important cattle estates upon the Pacific coast, and live fat cattle are exported. Wool is grown for local use in the western part of the country. The official estimate of live-stock shows 900,970 cattle, 216,400 horses, asses, and mules, 617,600 sheep, 63,550 goats, and 374,380 pigs. A modern slaughter house is operating at Escuintla.

Hides: - Export of hides and skins were 646.5 m. tons, value

Q.361,653 in 1951.

Other Products:—Coconuts, rubber, horn, and beans are exported in growing quantities. A very excellent quality of honey is produced, and bee-keeping, which is general on the coffee and other plantations, is becoming a cottage industry. There are 48,000 hives, giving 4,000,000 lb. of honey and 108,000 lb. of wax. Honey and wax are exported.

Mineral Wealth:—There is not much mining activity, but sulphur is obtained almost pure from the volcanoes. Gold is found in rivers near the Atlantic Coast, mainly at Las Quebradas. White marble was formerly quarried near Zacapa, and there is a limited production of lead, zinc, silver, chromite, manganese and mica.

FOREIGN TRADE.

(Millions of quetzales).

			1950	1951	1952
Imports	 	 	71.2	80.8	75.4
Exports	 	 	67.6	76.1	87.5

The U.S.A. and Canada supplied 64 per cent. of the imports, and took 86 per cent, of the exports in 1952.

A 100 per cent. Customs surcharge is imposed on imports from any country which in the previous year did not buy from Guatemala at least 25 per cent. of what it sold

PUBLIC DEBT.

June, 1952. External debt £435,519
Internal debts Q.18,520,100

Manufactures:—Cotton yarn is spun and cotton goods are manufactured by modern methods at Cantel (Quetzaltenango) and in three mills in the capital. Cordage, nets and bags are made from native fibres. There are also 2 woollen mills which spin part of their yarn. Baskets for coffee pickers and spun hats are produced from palm straw. There are 3 rayon weaving and 9 knitting mills using imported varn.

Tanning and saddlery are well established; shoes are made locally, but many either wear no shoes or wear a home-made sandal. The present output is 600,000 pairs, 75 per cent. of which are hand-made. Cement is made near the capital, and pottery bricks and tiles are also produced. There are 34 flour mills; iron foundries, breweries, aerated water, soap and candle, ice and tobacco, vegetable oils and chemical factories. Three cigarette factories turn out 1,608 million cigarettes a year. There is a match factory. Production of beer is 9,420,700 litres annually, of aguardientes and liquors, 7,941,000 litres.

Water power resources in the country have been estimated at 1,300,000 horse power, but only about 16,500 horse power have been developed. In 1952, 588 installations produced 69,656,000

K.W.H.

INTERNAL COMMUNICATIONS.

Railways:

Fares:—	Quetzales
Puerto Barrios to Guatemala City	5.90
San José to Guatemala City	1.80
Guatemala City to San Salvador	8.85
,, ,, to Ayutla	5.30

The ordinary first-class accommodation is crowded and, especially from Puerto Barrios to Guatemala, not very comfortable in the heat of the lowland journey. No arrangements are made for luncheon on the train. It is usual to take a meal at the Station Hotel at Zacapa during a 35 minute halt. Sandwiches and cold drinks can be had on the train.

Roads and Waterways:—There are good roads to Antigua and to the near-by lake resort of Amatitlan; the other roads are not much

better than tracks. All the same, there are regular bus services to Quetzaltenango and San José and there is a through road to San Salvador. Roads are dusty in the dry, and muddy in the wet season, but some are paved. Total road length: 4,320 miles.

Small steamers ply from Livingston to Panzos on the Polochic River, using the Dulce River and Lake Izabal. Motor boats and canoes work on the Rivers Usumacinta, Pasion, Chixoy and Motagua,

and upon Lakes Petén and Atitlán.

HINTS FOR TRAVELLERS.

All applications for visas abroad have to be referred to the Ministry for Foreign Affairs in Guatemala, and so should be made in good time. Four photographs, a health certificate and a police certificate of good conduct are required for the visa. Visitors must get an exit permit from the Ministry for Foreign Affairs in Guatemala City before leaving the country.

Baggage can be examined and passed at the port of entry if it is accompanied by the owner; otherwise it is inspected at the Customs House in Guatemala City. Travellers with heavy luggage are advised to accept the services of the Express Company's agent travelling on

each through train.

Clothing of tropical weight is worn in the hot coast towns. Visitors from the coast to the capital are advised to wear ordinary clothing and bear the temporary discomfort until the higher altitudes are reached. Linen clothing is not worn in Guatemala City or the highlands. Woollen clothes are required to guard against chills. A light overcoat is useful for December and January. Raincoats should be carried for the rainy season and rubber shoes are useful.

The American Hospital at Guatemala City is excellent. The United Fruit Company has hospitals at Quirigua (Atlantic Coast), and at Tiquisate (Pacific). Each of the 22 departments has a hospital

run on the same lines as the Civil Hospital in the capital.

Guatemala City has now a pure water supply. Elsewhere visitors should not eat raw lettuce, salads and strawberries unless sure they have been cleaned in filtered water, a precaution not usually taken at restaurants. Drinking water should always be filtered and absolutely boiled as well. It is unwise to drink water from the tap. Travellers to the smaller towns should be injected against typhoid as an extra precaution, although the disease is not endemic to the country. There is malaria in the coastal regions.

Tips must be given, with 50 centavos as a maximum for ordinary services.

The cost of living index (1946 = 100), stood at 155.3 in July, 1953.

Currency:—The unit is the "quetzal," equivalent to the U.S. dollar, sub-divided into silver coins of \(\frac{1}{2}\) quetzal, 10 and 5 cents, and copper coins of 2 and 1 cents. The paper currency is for 1, 5, 10, 20, 100, 500, and 1,000 quetzales. The United States dollar is legal tender.

Weights and Measures:—The use of the metric system is not obligatory by law. Customs statistics give imports in kilograms and exports in lb. avoirdupois. The metric ton is generally used.

Yards are preferred to metres. Certain Spanish standards are current. Land is reckoned by caballerias and manzanas. Cloth is sold by the vard and vara. Coffee and sugar are weighed by quintals.

r league = 3 miles.

I vara = 32½ in.
I manzana of land = 10,000 varas square.
I caballeria of land = 64 manzanas = 45 hectares.

I tibra (Spanish) = 16 oz. Spanish.

I arroba = 25 lb. Spanish = 25.35 lb. English.

I quintal = 100 libras = 101.4 lb. English.

I tonelada = 20 quintals = 18.10 cwt. English.

PUBLIC HOLIDAYS.

January 6: Epiphany. Maundy Thursday. Good Friday. Holy Saturday.

September 15: Independence Day. October 12: Discovery of America. October 20: Revolution, 1944. November 1: All Saints' Day. December 25: Christmas.

August 15: Assumption of our Lady.

PRESS.

The two independent newspapers published in the capital are: "El Imparcial," and "La Hora," "El Impacto." The "Diario de Centro America," and "Nuestro Diario," are semi-official organs. "El Guatemalteco" is the official gazette.

POSTS AND TELEGRAPHS.

There are national telegraph and telephone systems with about 5,000 miles of wire. Messages in code or in language other than Spanish are charged extra rates. There is direct telegraphic and telephonic communication with El Salvador, Mexico and Honduras, and the Government provides a network of internal radio-telephone. All-America Cables & Radio, Inc., provides communication with all the world through their cable stations at Guatemala City and San José; the Tropical Radio Co. gives the same facilities through their stations in the capital and at Puerto Barrios and gives radio-telephone service to most countries.

Mails to and from England are dispatched via the U.S.; homeward mails arrive two or three times a week. The postage on letters from the United Kingdom is 4d. the first ounce and 2½d. thereafter.

Air mail, see page 28.

Letters between New York and Guatemala City take a week (by air-mail, 3 days), and from Europe some 20-25 days. Guatemala

is in the Postal Union.

There are 17 broadcasting stations, most of them in the capital. Those transmitting on waves 30.98 metres and 19.72 can be heard in the United Kingdom.

Guidance for Commercial Travellers.

The language of the country is Spanish; it is not easy to get on without it.

Business men and commercial travellers should read "Hints to Business Men Visiting Central America," free on application to the Commercial Relations & Exports Dept., Board of Trade, Horse Guards Avenue, Whitehall, S.W.I.

Touring in Guatemala.

The waters of Lake Atitlán, some 17 miles in length, lie below

the town of Sololá, 100 miles by road from Guatemala City and 37 miles from Nahualate railway station. South of the lake are three volcanic peaks, Atitlán, San Lucas, and San Pedro, each of about 11,000 ft. The town of Sololá stands about 7,000 ft. above sea-level, and a road cut through the solid rock, steep but negotiable by motor, leads down to the Indian village of Panajachal on the lake side. There are two hotels. There is sublime scenery, and the ruined stronghold of the Tzutujil tribe and the life of the Indian town are interesting. The natives, although christianized, observe their ancient rites and wear their tribal dress. There are 12 Indian villages round the lake, each named after one of the Apostles.

Antiquities: - Archaeologists have brought to light remains of three civilizations, described by the late Dr. T. T. Waterman, of the National Museum of Guatemala, as (1) Zapotec (or Aztec); (2) Maya (older than Zapotec); (3) a nameless culture older than either. Interesting ruins of ancient settlements with mounds and pyramids are found in the coast region of Western Guatemala, not far from the railway line connecting Guatemala City with the port of San Tosé.

At Baul and Pantaléon there are carvings of marked artistic merit. The Maya remains near Quiriguá may be compared with those still nearer to the Honduras border at Coban. Others exist northward in the remote Petén district at Tikal and, westward, at Chaculá

(Huehuetenango).

The monuments at Cotzumalguapa (south of Escuintla), at Mitla

(Jutiapa), at Utatlán (Quiché), and Tecpán are later.

The newly discovered caves of Languin, 60 kiloms, from Coban. have no road to them as vet.

A GUATEMALAN CALENDAR.

1522-4. Spanish conquest of Guatemala under Pedro de Alvarado.

1541.

Guatemala City destroyed by volcanic eruption. Revolts against Spanish rule, and joins the Central American Federation. 1821. Dissolution of the Central American Federation. 1839.

Guatemala declares itself an independent Republic. 1847.

1854.

1863.

Carrera appointed President for life.
Costa Rica and Nicaragua become allied with Guatemala.
Death of Carrera; succeeded as President by General Cerna. 1865. 1871.

Revolution; Cerna deposed; succeeded by Justo Rufino Barrios.

Alliance with Honduras against Salvador. Expulsion of the Jesuits.

Barrios declares himself the supreme head of the five Central American 1872.

1885. States and is killed in battle.

The new President, General Manuel Barillas, makes peace. Quelzaltenango and other towns damaged by earthquake. 1886. 1902.

Declares war on the Axis. 1941.

Guatemala maintains a Legation at 3, Cork Street, London, W.r. The Charge d'Affaires is Sr. Francisco Palomo.

There is a Consul-General at Liverpool, and a Consul at Glasgow.

The British Legation and Consulate-General are at 11, Calle Poniente, No. 10 Guatemala City. The Minister is Mr. Hugh Sedley Allen.

There is a Consular office at Quetzaltenango.

The United States of America are represented in Guatemala by an Embassy and Consul-General at Guatemala City. Canada has a Trade Commissioner in Guatemala City to cover all Central America.

This chapter has been revised abroad by Ascoli & Co. (P.H. Stormont, Suc.), Guatemala City].

HONDURAS

Communications:—There are no direct regular sailings from the United Kingdom to Honduras. The quickest route from Europe is via New York and thence by Pan American Airways to Tegucigalpa. The Atlantic coast of Honduras can be reached from New York and New Orleans by steamers of the United Fruit Company, calling at the ports of Tela and Puerto Cortés. The Standard Fruit and Steamship Company has a service from the same ports to La Ceiba. The Grace Line runs irregularly from San Francisco and Los Angeles to Amapala, on the Pacific coast. Honduras can also be reached by sailings of the Royal Mail Lines from London to the Canal, and thence by fortnightly coastal steamer of Pacific Steam Navigation Company.

The best way to reach Tegucigalpa from abroad is by air from the United States or from neighbouring countries. Pan American World Airways (P.A.A.) and Transportes Aereos Centro-Americanos (T.A.C.A. International) have daily international services north and south through Tegucigalpa: the capital is connected with all the main towns in Honduras by T.A.C.A. (Honduras) and S.A.H.S.A. (Servicio Aereo de Honduras, S.A.), an affiliate of P.A.A.

T.A.C.A. (Honduras) has also a tri-weekly service between Tegucigalpa and Belize. T.A.N. Airlines (Transportes Aereos Nacionales, S.A.) flying between Miami (U.S.A.) and Honduras, Nicaragua and El Salvador, via Havana, have a bi-weekly service respectively to and from Miami and Tegucigalpa, and Miami and

San Pedro Sula.

There are altogether 76 air ports in the larger and smaller towns. There is an airport at Amapala, on Tigre Island, and a 'plane can always be chartered for a flight to the Capital. The time taken is 35 minutes.

La Ceiba, on the Atlantic coast, is 225 miles from Tegucigalpa, 53 by rail from Tela, and 80 by rail from Puerto Castilla. It is the terminus of a railway running through the banana country and is the distributing centre for the north and north-eastern section of the country. It lies in a green valley at the foot of Peak Bonito, 5,000 ft. Bananas, hides, and fruits are the main products. The average annual rainfall is about 120 in., and temperature ranges between 78° to 88° Fahr. Population, 20,949.

Hotel :- Paris.

Amapala, the only port of Honduras on the Pacific coast with a good anchorage, is on the Tigre Island, in the Bay of Fonseca. The population is 2,934. The climate is hot but healthy. Travellers going inland go by launch to San Lorenzo, and on to the Capital by a poor road. There are connections by Coastal steamers, with Corinto (Nicaragua), and La Union (El Salvador). Vessels lie off shore, and small boats land passengers. Calls are made by Grace Line steamers from San Francisco to Puntarenas, C.R. and Ecuadorean, Peruvian and Chilean ports. No hotel.

Tegucigalpa, the capital and chief commercial city, is 3,200 feet above sea-level, approximately 100 miles from the Pacific, or 200 miles from the Atlantic coast. Founded in the sixteenth century at the foot of Mount Picacho, it bears a name taken from the Indian words for "Silver Hills." There are four churches and many private houses dating from colonial times. The Government is now modernizing the centre of the city, macadamizing the streets and adapting them to modern traffic. Two bridges over the river Choluteca to the adjoining Comayaguela have been built. The latter town and Tegucigalpa have been united administratively under the title of Distrito Central. Population, 99,948. Among the important buildings are the Presidential Palace, a massive structure with a beautiful interior courtyard, the Palace of Justice, the University, the National Theatre, the Mint and the Bank of Honduras. There are silver and some gold mines near-by and the city serves a large sub-tropical agricultural area. At Zamorano, 2 hours by car from Tegucigalpa to Danli, private interests run a modern Agricultural College open to all Central American students. Tegucigalpa has no rail connections, but the airport is at Toncontin, 4 kms. away.

The main plaza is dominated by the Cathedral. The statue of Francisco Morazan, a hero of the liberation, stands in the centre

of the plaza, from which lead the main business streets.

During the rainy season, from May to November, the climate is temperate and healthy. At other seasons it is torrid, but the nights are usually cool. Average maximum temperature is about 75 degrees Fahr.

Tegucigalpa is easily reached from the Pacific port Amapala (q.v.), by which route nearly all the heavy goods are taken. Amapala is on Tigre Island and all passengers and goods for Tegucigalpa cross the Bay of Fonseca, 20 miles, to the port passengers and goods for Tegucigalpa cross the Bay of Fonseca, 20 miles, to the port of San Lorenzo, where the road starts for Tegucigalpa, 80 miles away. A road leaves Tegucigalpa and runs through Comayagua and Siguatepeque, rounding beautiful Lake Yojoa to Potrerillos, whence there is a railway to San Pedro Sula, and Puerto Cortés. From Tegucigalpa to Potrerillos is 85 miles.

Hotels:—Lincoln (modern), Prado, U.S.\$10 a day, American plan.
Cables:—Tropical Radio, Calle de Comercio. All America Cables & Radio, Inc., Agent: Dr. Esteban Mendoza, Av. Paz Baraona.

Choluteca, a sixteenth-century town, can be reached from Amapala, 46 miles, by launch to San Lorenzo and then by car, or from Tegucigalpa by car. The Pan-American Highway to Nicaragua ends here. It is the centre of a cattle and coffee district, and there are mines in the locality. Population, 5,275.

Hotel: -- Pension Central, Pension Honduras.

Comayagua, the former capital of Honduras, with a population of about 4,750, stands on the river Humuya, in the fertile valley of Comavagua. The climate is tropical but healthy. There are several churches of colonial times and the Cathedral is notable. The town has a school of law. Comayagua is connected with Tegucigalpa (70 miles), and Potrerillos (98 miles), by the Carretera de Norte.

Hotel: - Colon, Cabanas.

Danli, in the Department of El Paraiso, is 39 miles from Yuscaran and about 70 miles from Tegucigalpa by motor road. The population is 3,209. The chief industry is agriculture, and the products include coffee, tobacco, cereals, sugar cane, and aguardiente. The place is growing in importance, and a large gold mine, "Agua Fria," is being worked in the neighbourhood.

Juticalpa stands in the rich agricultural district of Olancho, 2,700 feet above sea-level. It is 120 miles north-east of the capital, to which there is a road. It is reached from Trujillo and La Ceiba by rail to Olanchito and on by mule. The road which has been built to the Department of Olancho will increase its importance. Population, 3,836. The main products are cattle, cereals and sugar cane. Gold washing is carried on, mainly in the Guayaré and Guayambre.

La Paz, capital of the province of La Paz in the western part of the rich Comayagua Valley, is one of the oldest towns. It has a population of 3,598, and is a mining as well as an agricultural centre. Tegucigalpa is 63 miles away.

Puerto Castillo, built by the United Fruit Company, lies across the bay of Trujillo. The town was an important banana centre but the plantations have been abandoned.

Hotel :- Casa Grande.

Puerto Cortés, 38 miles by rail from San Pedro Sula and 207 from Tegucigalpa, stands near the mouth of the Ulua River. The largest port on the Atlantic coast, and only three days' steam from New Orleans, it is the port for all the produce grown on the Puerto Cortes-Potrerillos Railway line. 54 per cent. of all Honduran foreign trade passes through. The climate is torrid; the rainfall averages 115 in. annually. Population, 12,228.

Hotel:—Cosenza.

Rail:—Daily train, 7 a.m., to Potrerillos, 60 miles, and on to Tegucigalpa by daily

Roatan is the port of entry to the Islas de La Bahia (Bay Islands). It is reached from Trujillo by small trading schooners, which sail irregularly and without warning. The journey can be very uncomfortable and sometimes takes several days. Landing is by lighter. The principal products are coconuts, bananas, and plantains. Main industry, boat building. The two nearby islands of Bonacca and Utila are easily reached from Roatan. SAHSA now runs three air services a week between Utila and Tegucigalpa. The islanders are British by ancestry, for they are descendants of British pirates and mutineers who took refuge there during the 17th and 18th centuries. English is still the only language spoken with any fluency. Roatan is very beautiful. The total population of the islands is 4,406 of which one-half is white and the rest negroes. Hotel:—Harbour View.

San Juancito is 20 miles from Tegucigalpa, whence it is reached by mule trail or ox cart. The fifty-year-old Rosario mine lies here, prolific in silver and gold. Population, 1,000.

San Lorenzo, in the Department of Valle, is 20 miles from Amapala, whence it is reached by launch, and 80 miles by automobile road from Tegucigalpa. Motor buses leave for Tegucigalpa at 2 p.m. on Mondays, Wednesdays, and Fridays, or automobiles can be specially hired. Population, 2,701.

Hotel :- Hotel Marina.

San Pedro Sula, a progressive town in the fertile and extensive Sula valley, is served by the National Railway of Honduras. It is 37 miles by rail from Puerto Cortés, and 216 from Tegucigalpa by rail and road. It is the centre of the banana and sugar-growing industries, and an important distributing point for the interior of northern and western Honduras. Industries are more developed here than anywhere else in the republic. Its local cooking is worth trying. Eight miles away, by car, are the Mayan ruins of Travesía. Population, 54,268. The climate is hot and the rainfall heavy. A road is open to Santa Rosa de Copán.

Hotels:—Bolívar; San Pedro, U.S.\$8.50 a day, American plan. Cables:—Tropical Radio Co.

Santa Barbara, capital of the Department of Santa Barbara. Population, 5,000. On Zacapa River, near Lake Yojoa, 186 miles from Tegucigalpa. Climate, hot. It is reached by road from Tegucigalpa, San Pedro Sula, Puerto Cortés, and Comavagua.

Santa Rosa de Copán, the largest city in the northern part of the Republic, is the centre of a rich mining and cattle-raising district. It is 140 miles south-west from San Pedro Sula (from which it is reached by plane or truck service), and 250 miles by plane from Tegucigalpa. Altitude, 3,400 feet. Population, 6,018, and chiefly Tobacco, coffee, and straw hats are the main products.

The Maya remains of Copán are 60 miles by trail or 35 miles by air west of the town. They once formed a vast walled-in rectangular area, within which altars, stone idols, and the remains of huge pyramids have been discovered. There is a small hotel near.

Hotel: -- Santa Rosa.

Tela, in the lowlands between Puerto Cortés and La Ceiba, is a rising centre of the banana trade, and the focus of a network of light railways. The harbour is good, and the port is used by New York, Bristol, and New Orleans fruit steamers. Population, 16,000. It is reached from Puerto Cortés and La Ceiba by rail or steamer; from Puerto Cortés, San Pedro Sula and Tegucigalpa by 'plane; and from La Ceiba, Trujillo, Puerto Castilla, and Puerto Barrios (Guatemala) by coastal boats.

Hotel :- Miramar.

Trujillo (or Truxillo) was formerly the chief trade centre on the Central American Atlantic coast, but the trade has been lost to the ports built by the fruit companies. There are now hardly any exports. Population, 3,016; climate, healthy.

Hotels: - Codina, Pensión Crespo.

Yuscaran (3,500 ft.), capital of Department of El Paraiso. Population, 1,238; 42 miles from Tegucigalpa, 90 miles from Amapala. Climate, semi-tropical. Principal products: cereals, fruits, coffee, and silver. The Department is increasing in importance because of the new road from Tegucigalap.

PHYSICAL FEATURES.

Honduras has an area of about 44,411 square miles. It has a coast-line on the Atlantic Ocean of 400 miles, and on the Pacific Ocean of 40 miles. The Republic lies between latitudes 13° and 16° north of the Equator, and longitudes 86° and 92° west. Its frontiers are contiguous with those of Nicaragua, Guatemala, and El Salvador. The country is mountainous, richly timbered, and abounds in minerals. Fertile valleys and pine-clad tablelands give continuous panoramas of magnificent scenery. Along the northern shore, and less so on the Pacific side, are wide alluvial flats well suited for banana growing. Between these plains and the mountains which cut the country into two halves, north and south Honduras, rolling foot hills are scattered. There are no volcanoes but slight and harmless seismic shocks are occasionally felt. The volcanic chain, which periodically causes havoc in Salvador and Guatemala, breaks off at Honduras, and is marked by volcanic islands in the Gulf of Fonseca on the Pacific coast. The mountains are in places over 10,000 ft. high.

The Comayagua plain, 40 miles in length, is of great fertility, and there rises the Ulua River, the chief in the Republic. The more important rivers flowing towards the Atlantic are the Chamelecon, Ulua, Aguan, Sica, Patuca and the Wanks, which forms the boundary with Nicaragua. The Choluteca and Nacaome flow to the Pacific. None is navigable, except by small, shallow craft. Lake Yojoa, 25 miles long and six wide, is navigable, and via the Blanco River is in communication with the Ulua and so with Puerto

Cortés.

Temperature is a matter of altitude. It is hot and damp in the coastal regions but not unpleasant at Tegucigalpa and other districts of the same altitude (about 3,200 ft.). Rain is frequent on the Atlantic littoral during the whole year, the heaviest occurring from September to February inclusive. In Tegucigalpa the dry season is normally from December to May inclusive. The coolest months of the year are December and January but if a traveller intends to visit the Atlantic littoral at all he should avoid these months since the heavy rains sometimes greatly impede travel in that area, which can most conveniently be visited in April and May, though very hot.

Linen or light-weight woollen clothing should be worn according

to altitude.

Health:—Dysentery, stomach parasites, and malaria are endemic, but mosquito nets are not general. Drinking water must be boiled and filtered. Lettuce and other raw vegetables must be sterilized under personal supervision. There are hospitals at Tegucigalpa, Tela, La Ceiba, Puerto Cortés, La Lima and Puerto Castilla.

The census of 1950 shows a **population** of 1,505,465, 60 per cent. of whom are illiterate; about 75 per cent. live in the countryside.

GOVERNMENT.

The Legislature consists of a single Chamber, the Congress, composed of 40 Deputies, elected in the ratio of one per 25,000 inhabitants, for six years. Congress assembles annually on December 5, and the sessions last for 60 days. The executive Authority rests with a President, elected also for six years, assisted by a Cabinet of six Ministers.

The Constitution of April 1936 (replacing that of September 1934) entails that neither marriage nor its dissolution shall affect the

nationality of husband, wife, or children. Spaniards and Latin Americans must live 2 years and others 4 years in the country before naturalisation. Extradition can be refused for political offences.

There is a Supreme Court with five judges chosen directly by popular vote for four years. There are also four Appeal Courts and departmental and local judges.

The National University is at Tegucigalpa, and there is a school

of jurisprudence at Comayagua.

The language in general use is Spanish. English is freely spoken on the north coast. All correspondence should be in Spanish.

PRESIDENT.
Dr. Juan Manuel Galvez.
VICE-PRESIDENT.
Julio Lozano L.

MINISTRY.

Foreign Relations J. Edgardo Valenzuela. Government, and Justice . . . Julio Lozano L. There are 3 other ministeries.

NATURAL RESOURCES.

(Note: The fiscal year ends 30th June.)

Bananas, coffee and timber together account for 74.8 per cent. of the total exports by value.

Bananas account for 37 per cent. of all exports. Production is now controlled by two U.S.A. companies, the United Fruit Company and the Standard Fruit and Steamship Company. The tree grows wild up to 3,000 feet, but cultivation is confined to the north coast and to distances of some 60-70 miles from the sea. Many plantations, attacked by Sikatoka disease, have been replanted with sugar cane. Some 54,990 acres are now planted to banana. Exports: 1950-51—12,727,926 stems, value L16,088,239; 1951-52—13,781,286 stems, value L25,464,163; 85 per cent. go to the U.S.A.

Coffee is chiefly planted in the Departments of Santa Barbara, Gracias, Copán, and Choluteca, but is not a highly organized industry. The coffee, almost entirely in the hands of small growers, is of good quality, but could be improved. Exports, which account for 26.3 per cent. by value of the total, are mostly to the United States. Production, 1952-53—240,000 bags (of 60 kilos). Exports, 1950-51—6,756 m. tons, value L11,983,528; 1951-52—8,555 m. tons, value L18,183,394.

Timber:—Mahogany and other classes of hardwood used to form an important item of export, but most of the timber in accessible places has been cut. There is still a large quantity of fine timber left, and now that roads are opening up the country there is again an export movement in mahogany, cedar, pine and other woods. Exports, 1951-52, in cubic metres: pine, 133,581; mahogany, 3,241; cedar, 2,742, to a total value of L7,924,245, or 11.5 per cent. of total exports by value. There are small exports of resin.

Sugar is grown for local consumption, but there are large imports.

Coconuts are grown upon the Atlantic seaboard. Exports,

mostly from the Bay Islands and a small portion of Northern Honduras, were 8,847,557 in 1950-51, and 7,792,663 in 1951-52. Copra is exported to a small extent.

The country abounds in vegetable oils, the chief being corozo-nut. Lemongrass and citronella oils are produced and partly exported.

Sarsaparilla, hides, and rubber are produced. Cotton has been successfully grown upon an experimental scale at Choloma. **Tobacco** is produced in the districts of Santa Barbara, Copán, and on the plateau of Siguatepeque (about 70,000 quintals). Some is used locally to make cigarettes, but more than half the crop is exported, either as leaf (1,831 m. tons in 1951-52) or cigars (112,769,000 units). Maize is the main crop (29,815,000 quintals). Abacá fibre production is 4,248,825 lb., with 73,500 lb. of tow. Manila hemp exports are increasing. The rice harvest is about 21,500,000 lb., and there are small exports.

Cattle raising is practised all over the country, but the most important districts are those of Olancho, Yoro, Choluteca and Paraiso. The country has carried 900,000 head of horned cattle. Cattle owners are increasing their stock and improving the breeds. 37,311 head of cattle were exported in 1951-52. There are smell exports of canned meats, chilled and jerked beef, and hides.

The trapping and skinning of wild animals and the export of the skins (deer, peccary, wild hog, and alligator) to the United States

is a fairly significant industry.

Export of Silver is the fourth most important item in the trade of Honduras. There are a number of mines, but by far the most important is the mine of San Juancito, 20 miles from Tegucigalpa. It is owned by the New York and Honduras Rosario Mining Co. The mine is operated for silver, but gold is an important by-product. Three gold mines are now in production. Gold washing is carried on in the rivers Panal, Rosario, Almendares, and España, notably in the department of Olancho. Gold is also produced by individuals using primitive methods (rock crushing, amalgamation with mercury, and roasting). Most of the gold is sent to the United Kingdom for refining and re-export.

Silver export, 1951-52: value L5,477,011, or 8 per cent. of total

exports, by value.

Rich copper and magnetic iron ores occur in Yoro near Olanchito; coal is got near Tegucigalpa, and antimony and magnesite are worked upon a small scale.

Manufactures:—Local industries are designed for local consumption, and most goods are low-priced. The most important industries are shoes, soap, soft drinks, flour, matches, vegetable and animal fats, and oils. Total production is not more than U.S. \$2.5 million in a year. There is one cotton mill in Tegucigalpa.

FOREIGN TRADE.

	Exports. Lempiras	Imports.
Financial year ending June, 1950	 43,486,316	68,334,659
Financial year ending June, 1951	 56,128,578	78,895,337
Financial year ending June, 1952	 68,932,000	109,178,615

Trade balances are more unfavourable than they seem because a large percentage of the exports consists of products such as bananas, silver and gold which are produced almost entirely by concerns of United States ownership.

In 1951-52, the U.S.A. supplied 76 per cent. of the imports, and took 70.8 per

cent. of the exports.

PUBLIC DEBT.

External Debt: -L323,875; Internal, L7,961,425.

INTERNAL TRANSPORT.

Railways:—There are 1,481 kilometres in operation, 1,377 of which are owned by fruit companies on the north coast. These serve the banana and sugar lands, but passenger services are also run. The remaining 95 kilometres run from Puerto Cortés inland to Potrerillos, and were ceded to a fruit company in 1920. This line joins the Inter-oceanic Highway and makes it possible to reach

the capital by rail and road.

The road surfaces, generally unsatisfactory, are being slowly improved. The two principal highways are the Carretera del Sur from San Lorenzo to Tegucigalpa, 81 miles, and the Carretera del Norte from Teguci, alpa to Potrerillos, the head of the railway, completed by the Pito Solo-Potrerillos stretch which skirts Lake Yojoa. This filled the last gap in a rail-highway route from coast About half the imports flow along this route. roads run from San Pedro Sula to Santa Barbara: from Tegucigalpa to El Paraiso 77 miles; from Tegucigalpa to Rio Guyape, 89 miles; and the Pan-American Highway from Goascoran on the borders of San Salvador to San Maycos de Colón, on the Nicaraguan border, 49 miles. There are altogether 1,400 miles of road in the Republic. Of these, 700 are passable throughout the year.

CURRENCY, WEIGHTS AND MEASURES.

A decree dated March 9, 1931, ordained the Lempira as the monetary unit. Its value is fixed at 50 cents, United States currency. Each lempira is divided into 100 centavos. The currency consists of 100, 50, and 20 centavos, silver; 10 and 5 centavos, nickel; and 2 centavos, copper. There are bank notes of 1, 5, 10, 20 and 100 lempiras. The Government has allowed the import and circulation of U.S.\$1,500,000 in 50, 25, 10, and 5 cent coins. There are no currency restrictions. The buying rate is 2.00 lempiras and the selling rate 2.02 lempiras per U.S. dollar (5.60 and 5.656 to the £ sterling).

The metric system of weights and measures has been officially adopted, but English pounds and yards and certain Spanish units

are in current use. The principal are as under:-

I vara = 33 inches; I arroba = 25 pounds, I quintal = 100 pounds; I tonelada = 2,000 pounds. (Note: British exporters should quote for the short ton of 2,000 lb., not the British ton of 2,240 lb. Many merchants are unaware of the difference. In invoices gross weights should be given in both pounds avoirdupois and kilogrammes).

Land is measured in "varas" and "manzanas," the latter being equivalent to 100 square varas.

POSTS AND TELEGRAPHS.

Mails for the capital are brought from Puerto Cortés daily by motor lorries. Mails from the south leave Tegucigalpa three times a week, reaching Amapala in few hours.

Letter post from London to Tegucigalpa, via New York and New Orleans, takes 25 to 30 days. Parcels from the United States for Tegucigalpa arrive via Puerto Cortés. Postage from Great Britain, 4d. for the first ounce, 2½d. for each ounce after. Air mail to U.S.A. leaves almost daily, and takes 2½ days to New York, 9-10 days to Europe. Internal air mail fee, 8 silver cents per 15 grams extra. Air mail from U.K. via U.S.A.: see page 28.

Telegrams are 10 cents gold for five words, address and signature free, for any part of the Republic, or of Central America; extra words, 2 cents each. Telephones are installed in most of the main towns. There is telephonic communication with the Republic of El Salvador at certain hours of the day. For service via All America Cables & Radio, Inc., to all parts of the world, message should be marked "via All America" and handed in at any Government telegraph office.

Telephone service between Great Britain and Honduras is available between 3 p.m. and 2 a.m. (G.M.T.) daily. The minimum fee for a 3-minute call is £3. 15s. on weekdays and £3 on Sundays.

The Tropical Radio Telegraph Company provides international radio telephone and radiotelegraph services from their stations at Tegucigalpa and San Pedro Sula. There are also wireless stations at Puerto Cortés, Tela, La Ceiba, Puerto Castilla, and other interior points.

THE PRESS.

The principal newspapers published at Tegucigalpa are: "La Epoca," "El Día," and "El Pueblo," and there are two weekly periodicals: "Grafico" (illustrated), and "Tegucigalpa" (a review), At San Pedro Sula, is the "Diario Comercial," "La Gaceta" is the official gazette.

PUBLIC HOLIDAYS.

Most of the feast days of the Roman Catholic religion are observed, also:
January I: New Year's Day.
February I: Inauguration Day.
July 4: U.S. Independence Day.
July 1: Fall of the Bastille.

Catholic religion are observed, also:
September 15: Independence Day.
October 3: Francisco Morazan.
October 12: Discovery of America.

Honduras maintains a Legation in London at 15 Mount Street,

W.I. The Charge d'Affaires is Dr. Don Carlos A. Suizo B.

The Consulate is at 15, Union Court, Old Broad Street, E.C.2. There is a Consul-General for Liverpool and Manchester, and Consuls at Birmingham, Newcastle-on-Tyne, and Glasgow.

Great Britain has a Legation at Tegucigalpa. The Minister is Mr. John Percival Coghill.

There is a British Consular office at San Pedro Sula.

The United States of America are represented in Honduras by an Embassy and Vice-Consuls at Tegucigalpa, Vice-Consuls at Ceiba, Tela, and Puerto Cortés.

Information for Travellers.

Besides a passport and visa, visitors must have a vaccination certificate issued within the last 12 months. Exit visas must be ob-

tained from the Ministry of Foreign Affairs before leaving Honduras. No charge is made, but visitors are advised to get their exit visa the day before they leave.

HOTELS:-There are few good hotels in Honduras. Terms run from \$8.00-10.00 per day with meals at the best, and \$4.50-7.00 a day at the poorer ones. Little entertaining can be done. There are no good restaurants, save at Tegucigalpa and San Pedro Sula, where entertaining is possible. There are small clubs in most towns, but no meals are served.

Guidance for Commercial Travellers.

Samples:—Samples of value must pay full duties on arrival but the duties are refunded, less 5 centavos per kilogramme, if the samples are re-exported within

90 days.

In practice the best thing to do is to pay the customs duty on the samples and to sell them for what they will fetch before leaving the country. Samples should be posted by 2nd class mail to agents; if sent by parcels post certain taxes (not duties) are levied—See "Hints to Business Men Visiting the Central American Republics," free on application to the Commercial Relations & Exports Dept., Board of Trade, Thames House North, Millbank, S.W. 1.

Commercial Travellers' Tax:—There is no Government tax but each municipality has the right to impose a tax. The tax is personal so that a representative of many firms only pays for himself and not for each of his agencies. In some towns, bowever, the tax is repeated for every visit to the town. In Tempilation to the contrains the

towns, however, the tax is repeated for every visit to the town. In Tegucigalpa the tax is usually U.S. \$10, a visit. Resident agents pay a fee of U.S. \$10 a month at Tegucigalpa, and U.S. \$12.50 a month at San Pedro Sula.

Cost of Living:—Rents are high, up to U.S.\$150 a month for a decent house in Tegucigalpa. In Southern Honduras it takes an income of £1,000 to maintain a standard possible in the U.K. on £400. Domestic servants are paid from six to ten dollars a month in the south. The electric bill can be kept down to U.S.\$10 a month. Women are not encouraged to take posts in the country without full inquiry. There are very few schools suitable for Anglo-Saxon children.

Taking 1938-39 as 100, the cost of living index in April, 1952,

stood at 441.2.

A HONDURANEAN CALENDAR.

Americo Vespucci explores the Honduranean coast. 1498. Colombus lands at Cape Honduras and annexes the country.

I 502. Cristóbal de Olid, sent by Cortés to exploit the colony, establishes himself 1514. as an independent ruler.

Cortês reaches Honduras and displaces Cristóbal de Olid. 1525. 1539.

Honduras included in the Captaincy-General of Guatemala. Honduras declares its independence. Joins the Central American Federation. Dissolution of the Central American Federation. Great Britain cedes the Bay Islands to Honduras. 1821.

1839.

1859.

War with Guatemala. 1871.

War with Nicaragua. Joins the "Greater Republic" of Central America. 1894. 1897.

Honduras and Salvador at war with Nicaragua. 1907.

Joins the League of Nations. 1919.

Central American Federation Treaty signed. 1921.

1924. Dictatorship declared. Civil war. 1926. Ratification of scheme of Foreign Debt liquidation.

Declares War on the Axis. 1941.



69 VALI

SCOTCH WHISKY

in the Distinctive Bottle

WM. SANDERSON & SON LTD., QUALITY STREET, LEITH, SCOTLAND London Office: 63 PALL MALL, S.W.1

(NORTH AMERICA)

Air Services:—No less than 32 air companies are established in Mexico. Local enquiry will reveal a service to almost anywhere.

Mexico is served by the international systems of both Pan-American Airways and TACA, and is served from Canada by Canadian Pacific Air Lines.

ROUTES TO MEXICO.

The quickest route to Mexico from the United Kingdom is by air to New York, and on by air again, but this is somewhat more expensive than the sea route to New York and on to Mexico by train or sea. (Mexico's east coast ports are served from New York by the Ward Line, the Clipper Line, and from New Orleans by the Smith Johnson Co., all running scheduled freight and limited passenger services). By train, allowing five days for the trans Atlantic crossing, Mexico City can be reached in 3½ days from New York via San Antonio and Laredo, making the total journey in under ten days as against 17/18 days by direct steamer.

There is also a daily through service of Pullman cars from St. Louis to Mexico City, and all baggage is examined on board the train. Cheap excursion tickets are issued at most periods of the year. A new de luxe weekly train from St. Louis to Mexico City in 47½ hours brings New York within 65 hours of Mexico City.

The Mexican Railway (a British Company) runs two fast passenger trains both ways every twenty-four hours between Vera Cruz and Mexico City. The journey, which takes approximately twelve hours, can be made either by day or by night. The day train carries an observation car, and this trip is strongly to be recommended in view of the variety and beauty of the scenery.

The interoceanic Railway also runs a train each night from Vera Cruz to Mexico City. The journey time takes about 12 hours. The fares by this route are cheaper than by the Mexican Railway.

Mexico City, capital of the Republic, has a population of 3,596,929, including a large proportion of foreigners. The city, which is of outstanding importance politically, commercially and industrially, is 7,434 ft. above the sea. It is laid out prettily with trees and flowers, and has fine modern buildings. The climate is mild and exhilarating except for a few days in mid-winter. Between November and March the tourist season is at its height, but the summer months are regarded as best by residents. The range of temperature is 20-85° F. with 58° as a mean; the nights are always cool. Normal annual rainfall is 26 inches.

The city is the oldest in North America. It is built upon the remains of the Aztec capital Tenochtitlan, and covers 15 square miles. The architecture ranges from Spanish-Baroque to the most modern style. Indeed, the panorama of the City is changing rapidly:

it is fast becoming a city of skyscrapers. Like all big cities, it is faced with a fearsome traffic problem. The big modern avenues can take the car traffic, but the narrow streets of the old part create a terrible congestion. The noise used to be deafening, but the use of motor horns in the City is now forbidden and the difference is almost incredible.

The City has of late spread out much further, but the new residential suburbs are most imaginatively planned. The tallest sky-scraper in the City is the Latino-Americano building, on the corner of Madero and San Juan de Latran. It has 45 floors, and dwarfs the Edificio Guardiola, with its Bankers' Club on the top floor. Near the new building is the lovely old church of S. Francisco;

it is in Madero.

The city is reached by five principal gateways upon the U.S. frontier; respectively: Brownsville-Matamoros, Laredo-Nuevo Laredo, Eagle Pass—Piedras Negras, El Paso—Ciudad Juarez—Nogales, Nogales. Of these five the Laredo route (24½ hours) is the best. On this route daily through Pullman sleeper is operated from St. Louis to Mexico City (49 hours). The through journey from New York to Mexico City can be made in 3 days and 3 nights. There are daily through Pullman sleeping cars between Mexico City and Los Angeles via El Paso and also three times weekly via Guadalajara and Nogales. The journey takes 70 hours via El Paso and 60 hours by the latter route. Standard Pullman sleeping cars and



MEXICO. -

through bookings by the National Railways of Mexico are available

upon all of them.

The capital can be approached most conveniently by the short rail route of the standard gauge Mexican Railway from Vera Cruz. Up-to-date trains of saloon-observation cars are run by day, and sleeping cars by night. The Mountain Section, with magnificent scenery, is operated by electricity to the plateau, 8,000 feet up. The Interoceanic Railway also connects Vera Cruz with Mexico City. This is a narrow gauge line running daily trains.

Two other routes from the coast are available, from Tampico (28 hours; 600 miles) on the Gulf Coast, and from Manzanillo upon

the Pacific (381 miles).

Railroad Services to Mexico City: -From El Paso, 46 hours; Laredo, 36 hours; Manzanillo, 25 hours; Nogales, 65 hours; Tampico, 28 hours; Tapachula,

36 hours; Vera Cruz, 12 hours.

Roads:—Laredo-Mexico City, 764 miles, is part of the Pan-American Highway.

It runs south through Central Mexico from Ciudad Juarez (opposite El Paso, Tex.) via Chihuahua, Parral, Durango, Zacatecas, Aguascalientes, Leon, Queretaro, Toluca (or Pachuca) and Mexico City. From Mexico City the highway first runs generally eastward to Puebla and then south through Oaxaca to Tehuantepec, which is near the Pacific coast, and then inland through Tuxtla Gutierrez to the Guatemalan border at Ciudad Cuauhtemoc (formerly El Ocotal). The old road from Comitan, on the present highway, over the mountains to Tapachula, on the Guatemalan border near the Pacific coast, has been abandoned as extremely hazardous and too costly to maintain. The distance from Mexico City to the Guatemalan border is 1,353 kilometres. North from Mexico City also is the original route to Laredo, Tex., which passes through Zimapan, Tamazunchale, Valles, Ciudad Victoria, and Monterrey, and the new Mexico City-Guadalajara-Nogales highway.
Good, paved, all weather roads are open between Mexico City and Acapulco,
Good, paved, all weather San Luie Potosi, and Ouenetaro.

Tourist Agencies:—Wagon-Lits Cook, Ave. Juarez No. 88, Mexico City; Wells Fargo & Co., Express, 5 de Mayo y Filomeno Mata, Mexico City; Aguirres Guest Tours, Ave. 5 de Mayo No. 805, Mexico City; H. E. Bourchier Sucrs., Gral. Prim 27, Mexico City; Turismo, S.A., P. de la Reforma 1; Travel, S.A., Ejido No. 2; Transportes Internacionales, S. de R.L. Ramón Guzmán 114-Desp. 210; Tour-Mex, S.A., P. de la Reforma 95; Ramirez Sightseeing Tours & Travel Bureau, Calle Danubio 39.

General Steamship Agencies:—H. E. Bourchier Sucrs., S.A., Gral. 2 an. Gral. Prim No. 27, Mexico City, representatives for all the main steamship and air

Hotels: - Del Prado, Hotel Reforma (see advertisement pages 384, 385), Monte Cassino, Reforma-Continental, Francis, Ritz, Prince, Geneve, Maria Cristina,

Meurice, and others.

Restaurants:—American: Boulevard, Emporio, Roof Garden, Hamburger Heaven, Indianapolis, Kiko's, Lady Baltimore, Pastelandia Coffee Shop, Reforma, Sanborn's.

Syrian : El Sheik.

Chinese : Chop Suey—El Oriental, El Nuevo Mundo, Chavez.

Continental : Bottoms Up, Casa Blanca, Ku-Ku, L'Aiglón, Ontario, Oxford, Prince, Restaurant 1-2-3, Prendes.

French: Normandia (López 15), Ambassadeurs, Club Papillon, Henry's, Le Nid D'or, Passy, Sans Souci, La Vie Parisien.

Game in Season: Cadillac Grill.

German: Bellinghausen, El Casino, Jederman.

Hungarian: Mignon, Fiuma.

Magiolan : Migholi, Tullia.

Italian : Angelo's, Betis, Montecarlo, Paolo.

Mexican : Café Tacuba, Fonda de Santa Anita, Nacatamal.

Sea Food : Acapulco, Tampico Club.

Spanish : Centro Vasco.

Viennese : Victoria.

Cabarets:—El Patio, Reforma Rossignol, Minuit, Ciro's.

Cocktail Bars:—Ritz, Saratoga, Bottoms Up, Boulevard, Cadillac Grill, California, El Colmenar, Fiuma, Florida Bar, Ku-Ku, La Casa Azul, La Cucaracha, L'Aiglón, Manolo's, Milady's Bar, Paolo, Prince, Restaurant 1-2-3, Santa Anita Sép's de Paris, Papillon.

Conveyances: - Trams: fare 15 cents. Buses: 15, 25 and 35 cents (within city limits).

Taxis: Taxis are fitted with "Taximeters." The "flag" charge per journey is 1.50 pesos. Fares should be agreed in advance, on a basis of time and distance, outside the City. Hired Cars: Fix the price for long hire before making the trip.

Entertainments:—Theatres: Palacio de Belles Artes, Arbeu, Ideal, Hidalgo, Fabregas, Lirico, Iris. There is a large number of Cinemas.

Horse Races: - Hipódromo de las Americas, every Thursdays, Saturdays and Sundays.

Bull-Fights: - Ciudad de los Deportes (Plaza México). The chief fights start in November (first Sunday).

Jai-Alai :- Events by the foremost players in the world every day at the "Fronton México."

Boxing: - Every Wednesdays and Saturdays at the "Arena Coliseo."

Wrestling: - Every Thursdays and Sundays.

Hiking: -Every weekend at the clubs "Alpino" and "Everest."

Swimming: -- Agua Caliente, Las Termas, Balneario Olimpico, Elba, Centro Deportivo Chapultepec and others.

Tennis, golf Association, football, baseball and basketball are very popular in Mexico City.

Clubs :-

Sports.—Reforma Athletic Club in Chapultepec Heights, Mexico City.

Country Club in Churubusco, Mexico City.
Chapultepec Heights Golf Club, Mexico City.
French Club in San Angel, Mexico City.
British, Mexican, and Spanish Boating Clubs, in Xochinilco, near

Mexico City.

Y.M.C.A., Corner of Balderas y Morelos, Mexico City. Y.W.C.A., Corner of Humboldt and Articulo /123, Mexico City. Polo Club in Chapultepec Heights, Mexico City.

Polo Club in Chapultepec Heights, Mexico City.

General.—British Club, Juarez 14, 17th and 12th floors, Mexico City.

American Club, Bolivar /31, Mexico City.
Spanish Club, I. la Catolica /29, Mexico City.
Lions Club, Av. Nuevo Leon 16, Mexico City.
Rotary Club, Londres 15, Mexico City.
Automobile Club (Asociacion Mexicana Automovilistica-Ama) Paseo de la Reforma, No. 46, Mexico City.

Women's International Club, Humboldt No. 47, Mexico City.
University Club of Mexico, Paseo Reforma 150, Mexico City.
Junior League Library, Morbide Building, Av. Madero, Mexico City.

Shops of modern metropolitan style sell gems, laces, and fine linen. Mexican blankets are famous as rugs. The antique shops traffic in fans, laces, pottery, chests, and candelabra of the Spanish era. Mexican cigars and cigarettes make a special appeal to smokers. The principal shops are El Palacio de Hierro, El Puerto de Liverpool, El Centro Mercantil, El Puerto de Veracruz, Syr's, Sears Roebuck de Mexico, Sanborns, and others.

Addresses :-

British Embassy, Calle Lerma 71. A Commercial Councellor and a Consul have offices at the same address.

British Chamber of Commerce, S. J. de Letran 21. (Office 700.) U.S.A. (Leg.), Niza 53 (Con.), Insurgentes 105. American Chamber of Commerce, S. Juan de Letran 24. Immigration Department, Bucareli 99, Mexico City.

Anglo-Mexican Cultural Institute, Panuco 10.

Cunard White Star Ltd.

Harrison Line

Canadian Pacific Steamships

Delta Line

Grace Line

Pacific Steam Nav. Co. United States Lines and other

steamship and air companies

English Speaking Churches:-

Protestant.—Christ Church in Articulo 123/134, Mexico City. Roman Catholic.—Guadalupe Church, in Enrique Martinez /7, Mexico City. Union Evangical in Humboldt /50, Mexico City.

H. E. Bourchier Sucrs., S.A., 2a. Gral Prim No. 27 Apartado (P.O. Box) No. 1477, Mexico, D.F.

British American Cowdray Hospital, or the A.B.C., to give it its popular name.

Freemasonry Lodges :- York Rite in 12a Calle de Puebla 257, Mexico City.

Banks (Mexico City):—(10 a.m.—12.30 p.m.; Sats., 10—12.00).
Banco de Comercio, S.A., Venastiano Carranza No. 42.
Banco de Mexico, S.A., Av. 5 de Mayo /2.
Banco Nacional de Mexico, S.A., Av. I. la Catolica /34.
Banco de Londres y Mexico, S.A., Corner of 16 de septiembre y Bolivar, and numerous others.

Excursions in and around the city may easily occupy ten days. The plazas and avenidas deserve first attention. The Alameda and Chapultepec Park are visited by military bands every Sunday. The Paseo de la Reforma, lined with statues and leading towards Chapultepec, is perhaps the most celebrated drive. The cathedral, the largest in North America, with a doubtful Murillo, dates from 1573.

The heart of the city is Zocalo Square. At the north end is the Cathedral and the Sagrario, to the east the National Palace, to the south some colonial buildings and the Ex-Municipal Palace, and to the west three blocks of shapely colonial buildings. The Cathedral, finished in 1667, is the largest on the American continent. It stands upon the site of the Teocalli, in which the Aztecs offered human sacrifices. The ruins of the buildings surrounding the Teocalli can be seen at the corner of Ave Guatemala and Seminario Street. The facade of the Sagrario is considered one of the best examples of Churrigueresque architecture. The present National Palace replaces another which was destroyed in 1689. It was built in 1691, but the top floor was added by President Calles. The Palace is the official home of the President and houses various government departments. Over the central door hangs the Liberty Bell, rung at 11 p.m. on September 15 by the President, who gives the multitude the Grito,—Viva Mexico! The wall paintings on the staircase are by Diego de Rivera.

The Monte de Piedad (the government pawn shop) is at the corner of Monte de Piedad and 5 de Mayo streets. It is one of the oldest institutions in Mexico. Buropean paintings are on view at the National Academy of Arts (ro a.m. to 1 p.m.), at the corner of Academia and Moneda streets. The National Museum is at 13 Moneda Street. Here is the famous Aztec calendar weighing 25 tons, several sacrificial stones, and a fine collection of idols and armour, Maximilian's furniture, the carriage of Benito Juarez, and Indian products. Paintings by Diego de Rivera can be seen in the recently rebuilt Ministry of Education, Argentina and Gonzalez Obregon streets. The inquisition tribunals were held at the School of Medicine. A beautiful Churrigueresque style building survives in La Merced Monastery, in the northern quarter of Merced Market. Indians bring their fruit and flowers and vegetables to sell here. One of the oldest buildings is the School of Mines, at 9 Tacuba Street. Parts of the building have sunk so low that the windows are half underground.

There are two modern buildings worth seeing, the Post Office, east of the National Theatre, and the Palace of Fine Arts Theatre, a locally enterprized and planned building. The domes of the halls and theatre proper are lavishly decorated with

coloured stone. The glass curtain is unique.

Other places worth a visit are Alameda Park; Las Vizcainas School, at Plaza de las Vizcainas, a glorious colonial structure covering an entire block and built in 1734; Salto del Agua Fountain, in Arco de Belem Street, a Churrigueresque relic. Parts of the old aqueduct which brought water to the fountain can be seen in Avenida Chapultepec; Charles the IV Statue, in Plaza de la Reforma, the second largest bronze casting in existence (1803); the Monument to the Revolution, in Plaza de la Revolución, to commemorate the revolution of 1910. This is the largest memorial in Mexico and has one of the largest triumphal arches in the world. In the Paseo de la Reforma (a fashionable, wide boulevard three miles long) is the Columbus Statue. The Cuauhternoc Statue commemorates the Indians who fought against the Spanish conquerors. There is a good view from the top of the Monument of Independence in Paseo de la Reforma. The heroes of the War of Independence are buried in the crypts underneath. Chapultepec Park, at the end of Paseo de Reforma, with its thousands of Ahuehuet trees, is one of the most beautiful in the world. Here are the Don Quixote fountain, the Frogs' fountain, the Ninos Monument, the Zoo enclosure, and Monkey Island, a replica of Cacahuamilpa Caves. At the top of a hill in the park is Chapultepec Castle, with a view over Mexico Valley from its beautiful balconies. Visitors to the castle should take car or bus marked "Tacubaya," "La Cima," or "Lomas de Chapultepec."

The Natural History Museum is open from 10 to 1 and 3 to 5 every day except Saturdays and Sundays. Take street cars or buses "La Rosa" or "Juarez Loreto" to Calle Estaciones. The Geological Museum, on Calle Cipres at Santa Maria Park, is open 9 to 3, except Sunday. Take "Sta Maria" cars. At Tialnepantla, 15

minutes' ride from the Zocalo is the Aztec Pyramid of Tenayucan. There is another, the Cuicuilco Pyramid, at the north-east side of Peña Pobre. There is an interesting historical museum at Churubusco Convent (take "Coyoacan," Tlalpan" car or bus and get off at Churubusco).

In the spring a carnival is held at Canal de la Viga (take "Viga" car or bus). The old costumes are worn, and there is dancing to national music. On December 12 hundreds of thousands go on pilgrimage to the Shrine of Our Lady of Guadalupe, Villa Madero. The Chapel and the Well are worth seeing. Games and cultural festivals are held during the summer at the huge National Stadium. The mural decorations are by Diego de Rivera. "El Toreo" is the largest bullfight ring in the world. Bull fights are held every Sunday. An interesting sight is the national lottery drawing at Puente de Alvarado, No. 50. The lotteries are drawn at evening,

usually three times a week.

"Jai-Alai," the national ball game, can be seen at its best in Plaza de la Republica. The people in red caps amongst the spectators are the "corredors" who place the

Environs :-

COYOACAN, the oldest, contains the old Cortes Palace, the first seat of the Spanish Government, and now a municipal building.

GUADALUPE HIDALGO, 21 miles north-east, contains a large church with a miraculous portrait of the Virgin, the most popular shrine in the Republic, visited by enormous numbers of Indians. The silver railing is estimated at 27 tons weight.

LA VIGA may be visited by car to Embarcadero, where canoes are taken for the floating gardens at Santa Anita and Ixtacalco. The canal extends five miles to Mexicalcingo and to the foot of Cerro de la Estrella (I mile) and the Floating Gardens of Xochimilco (1 mile).

MIXCOAC, nine miles south-west, with large nursery gardens.

SAN ANGEL (now called VILLA OBREGON), nine miles south-west of Plaza, a fruitgrowing centre, on the southern slope of the mountains, accessible by tramway.

TACUBAYA, seven miles south-west, is one of the most populous and fashionable suburbs, with large country houses and the National Astronomical Observatory. At Tacuba, under the centuries old ahuehuete tree, sat Cortes, lamenting the loss of his warriors.

TLALPAN, eleven miles south of Plaza, the farthest out and most picturesque of all, with a modern municipal palace and various factories. See Peña Pobre and Las Fuentes Brotantes.

DESIERTO DE LOS LIONES, a few miles west and reached by fine scenic road from Villa Obregon. In the woods is an old Carmelite convent, and around are numerous hermitages. Inside the convent are several subterranean passages and a Secret Hall with curious acoustic properties.

Los Remedios, a small town 15 miles from Mexico City. In its famous church is an image, a foot high, adorned with jewels valued at a million pesos. See the old aqueduct, with a winding stair leading to the top. It can be reached by car or by taking the "Los Remedios" bus at Tacuba.

AMECAMECA, a small town at the foot of Popocatepetl volcano, with a splendid view of the volcano. Here, on the Sacred Mountain, is the hermitage of the Conquistadors, containing a full-sized image which weighs three pounds only. It is best reached over passable roads by car.

THE PYRAMIDS.

TEOTIHUACAN, 24 miles by motor-car via Laredo Highway and the former Lake

Texcoco or by Mexican Railway to San Juan station (2 miles away).

The name means "the Abode of the Gods," and the remains of the ancient city are traceable over an area of 2 by 4 miles. The Pyramids form the largest artificial mounds upon the American Continent. The Pyramid of the Sun (216 ft. high) approaches Egyptian dimensions. The sides are terraced, and wide stairs lead to the summit. The Pyramid of the Moon has a height of 140 ft. There are Temples of agriculture, of Tlaloc (the Rain God), and of Quetzalcoatl (Lord of the Air and the Wind) and a broad way, the Highway of the Dead. There are subterranean buildings with large halls and coloured decorations, as well as certain superposed buildings of a later period.

PRINCIPAL TOWNS.

Acapulco, the leading Pacific port, is 320 nautical miles from Manzanillo. Population, 9,993. It is connected by a narrow, winding,

dangerous motor road via Chilpancingo, Iguala, Taxco and Cuernavaca with Mexico City (282 miles, or 8 hours by car). The road crosses three high mountain ranges. A new road is being built from Chilpancingo to Acapulco, and the stretch from Cuernavaca to Mexico City is now more or less straight. Acapulco is a popular holiday resort, but the climate is hot in summer. Good fishing and hunting.

The main products are coffee, sugar, hides, skins, copra, nuts, sesame seed and oil of limes. There are local industries distilling

oil of limes, and manufacture of muslin, soap, etc.

Hotels:—Los Flamengos, La Marina, El Mirador, Bahia, De las Americas, Caleta, Del Monte, Shangri La, etc.

Aguascalientes, capital of the State of this name, 364 miles northwest of Mexico City, has a population of 82,234 and stands at an altitude of 6,280 ft. among volcanic hills on the left bank of the Aguascalientes River. There are hot springs in the region. climate is very mild and the death-rate low. Wool and cotton mills, tobacco factories, potteries, brewing and distilling, are local industries. Horsehair hats and drawn linen are sold to tourists. are luxuriant in vegetation. There is an interesting series of catacombs excavated by some forgotten tribe. Local fruits are delicious. It is on the Central Highway from Mexico City to Ciudad Juarez.

Hotels:—Francia, Paris, Imperial. Rail:—National Railways, 14 hours to Mexico City; 19 hours to Tampico, via San Luis Potosí; 10 hours to Guadalajara.

Amecameca, at the base of Popocatepetl, is visited in large numbers by pilgrims to the tomb of Fray Martin de Valencia and an image of Santo Entierro. It is 36 miles by rail from Mexico, and makes a good base for climbing the mountain. It can also be reached by car. An interesting trip is to the saddle between the volcanoes (by car in the dry season). Altitude, 7,600 ft. Population, 7,573.

Hotel :-- San Agustín.

Campeche, beautifully situated on the western coast of the Yucatan Peninsula in south-eastern Mexico, has a population of 23,277. It is 820 miles from Mexico City and 576 from Vera Cruz. There are good roads to other towns in the State. cordage, bags and beverages are its chief exports. The main business is the extraction of crude chicle for export. Tortoiseshell combs and Panamá hats are local products admired by visitors. There are beautiful and wonderful caves at Bolonchenticul, 40 miles eastward.

Hotels:—Cuauhtemoc, Castelmar, Vila.
Railway:—To Mêrida, by United Railways of Yucatan. Railway open to Coatzacoalcos (Vera Cruz), connecting the Yucatan Peninsula with rest of Republic.

Cananea, in the State of Sonora, can be reached by road or train either from Naco, Arizona, 40 miles, or Nogales, Arizona, 88 miles. Population, 11,000; altitude, 5,150 ft. Cananea is an important cattle and mining centre. One of the largest copper companies in the world, the Cananea Consolidated Copper Co., operates here. Silver, lead and zinc are also mined. Good roads to the mines.

Hotels:-Plaza, Alexandria, Sonora.

Celaya, in the State of Guanajuato, at the junction of the National Railways and Mexican Central, is an important distributing point for the whole State. It is 180 miles from Mexico City, 8 hours by train, and 70 from Guanajuato. It can be reached by car. At an Mexico.

altitude of 5,750 ft., it enjoys a temperate climate. The agricultural products are potatoes, beans, and cereals, and there is considerable cattle raising. There are textile mills in the town. Population, 22,766. It is famous for its special sweetmeat.

Hotel :- Isabel.

604

Chihuahua, capital of Chihuahua State, is 1,000 miles from Mexico City (38 hours by train), and 225 miles from Ciudad Juarez. It is the most important of northern Mexican towns, and the centre of a rich silver mining district. It stands 4,600 ft. above sea-level, and its population of 110,779 includes a strong proportion of Englishspeaking people. The climate is delightful. The summer temperature (May to July) is about 94; the rains last from the end of June to October. Dogs of the famous Chihuahua breed are obtainable. The cathedral, begun in 1717, and the tower in which Hidalgo awaited his execution, are interesting.

The famous Santa Eulalia mining camp is 17 miles away, and five miles from the town is one of the largest smelting plants in the world. Electric power is furnished by a large Canadian-owned station on the Conchos River. Roads to Mexico City, Ciudad Juarez, to Torreon (dry season only), and to Agua Prieto, opposite Douglas, Ariz (dry

season only), are open.

The main exports are lead, gold and silver bullion, silver ore, and lead, zinc, and tin concentrates. The agricultural products are cattle and cereals, and there are some logging camps. A new industry is the canning and packing of meat.

Hotels:—Palacio-Hilton; Victoria.
Rail:—To Ciudad Juarez (El Paso) and Mexico City (National Railways); the Kansas City, Mexico and Orient Railway connects with the Chihuahua and Pacific Railway. A bridge at Opinaja over the Rio Grande makes possible a through service on Santa Fé lines to Chihuahua.

Ciudad Juarez, the frontier post on the border of New Mexico, opposite El Paso, is 1,221 miles from Mexico City, which is reached in 46 hours by Pullman car. Baggage is inspected at this point. There is a toll-free bridge across the Rio Grande to El Paso. Luxury bus services run to Chihuahua (236 miles). This road goes on to Mexico City and the Guatemalan border. There is a road to Porvenir, through the cotton growing Juarez Valley. Population, 48,881. Altitude, 3,117 ft.

Hotels:—Kopper, Rio Bravo. Travellers usually stop at El Paso, Tex.

Railways:—Daily passenger Pullman trains to Mexico City via Chihuahua and
Torreon on Mexican National Railways; two or three trains a week on Mexico
North-western Railway to Madera and Chihuahua. Connections at Ciudad Juarez
for all parts of the United States,

Air Service:—I daily flight to Mexico City.

Coatzacoalcos (Puerto Mexico) is a mile from the mouth of the Coatzacoalcos River, which at this point is 2,000 ft. wide and 50 ft. deep. The port is one of the healthiest in the gulf. It is the port of entry for the Isthmus of Tehuantepec and the large territory opened by the railway leading eastward to Guatemala. The river is navigable by ocean-going vessels as far as Minatitlan, 24 miles from the mouth, where stands a great oil refinery. Population, 13,740. There are occasional services by the Gremio Unido de Alijadores. S.C.L.R., from Vera Cruz. A road, 185 miles long, has been built across the isthmus to Salina Cruz, on the Pacific.

Hotels :- Lem Arroy, Oliden, Colon.

Rail:—Tehuantepec National Railway to Salina Cruz, 190 miles, where connections are made for Vera Cruz, Tonala, and Suchiati (Guatemala border).

Colima, capital of its State, is in the valley of the Colima River. Its altitude is 1,600 ft., and its population 22,601. Fine views are seen of the Colima volcano (12,278 ft.), which erupted with great loss of life in 1941, and of El Nevado mountain (14,370 ft.); ascents are made from Zapotlán. The main industries are cattle raising and agriculture. There are roads to Manzanillo and Cuyutlan, a summer resort on the Pacific.

Hotels: - Casino, Regis.

Rail: - To Manzanillo, 59 miles; Guadalajara, 160 miles; to Mexico City, 540

miles, by National Railways.

Cordoba, in the State of Vera Cruz, is a growing town of about 17,865 population. It is 65 miles from the port of Vera Cruz by rail, and 15 miles from Orizaba. Altitude, 2,700 ft. The climate is hot and humid, and rain falls for nine months of the year. Coffee is the main product, followed by sugar, tobacco, and rice.

Close by is the village of FORTIN DE LAS FLORES. A modern hotel, the Ruiz Galindo, makes this village an ideal place to stop at for visitors to Cordoba and

Orizaba

Hotels: -- Virreinal, Francia, Turistas, Zeballos.

Cuernavaca, capital of Morelos State, is reached from Mexico City in 35 minutes by motor or 4 hours by train. It is a health resort much used for week-end holidays by residents of the capital. The name suggests the horn-shape of the ridge upon which it stands. Population, 14,336; altitude, 4,500 ft., and sheltered to the north. The climate and scenery are among the best in the country. The cathedral market and Cortés Palace, the market and Borda Garden are sights in the town. The Cacahuamilpa Caverns are possibly the largest caves in North America, and can be reached by motor; the Xochicalco ruins are passed en route. Motor roads to Acapulco, Mexico City (48 miles), Taxco and Cuautla.

Hotels: - Chulavista, Astoria, Mandel, Bellavista, Papagayo, etc.

Durango, capital of Durango State, 6,200 ft. above the sea, with 33,412 population, enjoys a remarkably healthy climate. Duck shooting is good, and grizzly bears, deer, wolves, and other game are to be found in the neighbouring hills. There is a cathedral and a famous iron-water spring. It is on the Central Highway from Ciudad Juarez to Mexico City, and on the traverse coast-to-coast highway from Matamoros to Mazatlan. The town is the natural centre of a district devoted to agriculture, mining, and lumbering.

Hotels:—Casa Blanca, Reforma, Roma.
Rail:—To Torreon, 160 miles, or Canitas for main line connections to Mexico City, 670 miles, 28 hours, Ciudad Juárez, 670 miles, Nuevo Laredo, 560 miles, etc.

Guadalajara, capital of the State of Jalisco; altitude, 5,180 ft.; 381 miles from Mexico City, or 223 from Manzanillo. Population, 382,710. One of the finest and cleanest of Mexican towns, it resembles the towns of southern Spain, and ranks next in importance to the capital. Graceful colonial arcades flank scores of shaded parks and old plazas. The climate is dry, clear and mild throughout the year. The chief shops are in or near the Plaza Mayor and the Calle de San Francisco. The Plaza Mayor, sometimes called de la Constitución or de Armas, is flanked by the Government palace, 1643, and the cathedral, begun in 1561 and finished in 1618. There are American, French, German and Spanish clubs; a Country Club

with golf and other games, and the Casino de Jalisco. The city, set in an agricultural and mining area, is the distributing centre for Central Mexico and the Pacific Coast north of Manzanillo; the chief local industries are textiles, shoes, soap, clothing, tiles and glassware; there are breweries, tanneries, flour and sugar mills. The local pottery is famous. The highways to Mexico City, Lagos, and Tequita are open, and one is being built to Nogales.

Hotels:—Fenix; Roma; Gran; Guadalajara; del Parque; Morales.

Rail:—National Railways to Manzanillo, and Mexico City, 15 hours. (P.\$32.55; sleeping berth, P. \$10.75). Through Pullman car daily from Mexico City and 3 times weekly from Los Angeles via Nogales.

Excursion:—Lake Chapala, the largest lake in Mexico, is 70 miles long and 15 to 20 miles wide. The principal village is Chapala, where there are thermal springs, and a good hotel. Ribera on the lake shore, reached via Ocotlán, and 3 miles distant has an hotel. These results reached from Guadalajara by motors. distant, has an hotel. These resorts are easily reached from Guadalajara by motor car or train. A trip around Lake Chapala makes a charming excursion. There is water-fowl shooting during the autumn and winter, and sailing and bathing all the

Five miles out stands a great canyon, the Barranca de Oblatos, 2,000 ft. deep, with a river and tropical trees at its foot. The scenery ranks with the finest in the country. Near Guadalajara are the quaint towns of San Pedro Tlaquepaque and Toala, famous for their beautiful pottery.

Guanajuato, capital of its State, has been an important source of silver since the mid-sixteenth century and the centre of a large population for more than 100 years. The city stands 6,550 feet above sea-level in a narrow gorge among wild and striking scenery. An old fortress (the Alhondiga), the Legislative Palace (modern), the churches and mines are interesting. So are the famous catacombs, with many mummified bodies. Population, 23,521. Besides silver, there are also gold, tin, iron, lead, copper, and sulphur mines. There are important reduction plants.

Hotels:—Posada de Santa Fe, Orozco. Rail:—To Mexico City, 250 miles, by Mexican Central Railway, 11 hours; to

Irapuato, 35 miles, by branch line.

Guaymas, a port of the Gulf of California, is in regular touch with the other Pacific ports of Mexico by means of Mexican coasting steamers. It has 8,796 inhabitants, including a number of Chinese. The climate is unpleasant in summer. Sea fishing is good, and there is duck shooting. There is a road to Hermosillo (90 miles) and

Nogales (bus service, 8 hours). Cotton is now shipped.

Rail:—Southern Pacific system northwards to Hermosillo, 90 miles, and Nogales, 269 miles; southwards to Mazatlan and Guadalajara, thence by National Railways of Mexico (Pullman cars) to Mexico City, 1,250 miles.

Hermosillo, capital of the State of Sonora, has 18,601 inhabitants. The winter climate is celebrated, as are the orange groves, tended principally by Chinese. The cathedral and State and Federal Palaces are the chief buildings. There is a daylight motor-bus service to Guaymas. It is easily reached by rail from either Guaymas 90 miles, or Nogales, 170 miles. Altitude, 693 ft.

Hermosillo is an important agricultural and mining centre. There are gold, copper and silver mines in the vicinity. Cotton, citrus

fruits, beans and cereals are grown.

Hotels:—Laval, Lourdes, Serdan. Rail:—Southern Pacific line to Guadalajara and the National Railways system.

Jalapa, 250 miles from the capital, on the railway to Vera Cruz (82 miles), is a useful stopping-place. The town is high enough above sea-level (4,500 ft.) to combine a pleasant climate with a

- 607

luxuriant tropical vegetation. The drug jalap was at one time a more considerable product of the locality than it is to-day. Coffee is the main product, but sugar, tobacco, citrus fruits, bananas, and pineapples are also grown. There are cotton factories, and cigar and cigarette factories. Population, 39,530. Roads open to Vera Cruz and Mexico City.

Hotels :- Salmones, Mexico.

León, in the State of Guanajuato, 259 miles north-west of Mexico City, is on the main railway line to Torreon and Chihuahua and the frontier at El Paso. It lies in a fertile valley of the Gomez River, and has a population of 157,379. Altitude, 5,850 ft. There are many shaded plazas and gardens, and the streets are well kept. The chief streets are Real, de Guanajuato, los Pachecos, and de la Condeza, with the business centre in the Plaza de la Constitución. There is a striking municipal palace, a cathedral with two towers and a dome, a theatre, and a hospital. The chief manufactures are leather goods, soap, flour, tiles, cardboard, rubber, glassware, biscuits, sweets and chocolate, furniture, iron work and fertilisers; there are also cotton and wool mills. León is the centre of a rich agricultural area. Buses ply to Guanajuato (34 miles), Irapuato, and other towns in the State.

Hotels:—Mexico, Condesa, Frances.
Rail:—National Railways of Mexico to Mexico City and El Paso.

Manzanillo is one of the oldest towns along the Pacific shore. The port serves the Guadalajara and Jalisco districts, and is visited by Mexican and American lines trading regularly between San Francisco and Central America, and Panamá. The main exports are coffee and hides. The climate is tropical. Population, 6,831. A 200 mile road via Colima to Jiquilpan will soon be open.

Hotels:—Anita, Bayardo, Colonial.

Rail:—To Colima, 60 miles, Guadalajara, 220 miles, thence to Mexico City, 600 miles, 25 hours.

Matamoros is on the Rio Grande, 25 miles from its mouth in the Gulf of Mexico, and opposite the town of Brownsville, Texas. It is 205 miles by National Railways of Mexico from Monterrey, but is approached from the United States from either San Antonio or Houston. The climate is very hot during the dry season. The main products are cattle, hides, cotton, maize and beans. Population, 15,699. It serves as a distributing point for a number of smaller towns in the area. It is 842 miles from Mexico City, or 33 hours by train. The road between Matamoros and Monterrey is part of the Inter-American Highway between Nuevo Laredo and Oaxaca. A coast-to-coast highway runs through Durango to Mazatlan.

Hotel: - San Antonio.

Mazatlan: Largest seaport in Mexico on the Pacific coast; one of the first ports of the Republic; at the foot of the lofty Sierra Madre; sub-tropical scenery and climate, with cool winters; an especially progressive and cosmopolitan city, environed by fine groves of coconut. The picturesque islands in the blue waters of the bay are popular resorts for rest or pleasure. The drainage, water, and lighting are modern, and the sanitation is good; the streets are asphalted. There are hotels and theatres and three daily newspapers. The town is the chief industrial and commercial centre in Western

Mexico. Population, 75,003. It has two bathing beaches, good boating, fishing, and hunting. The district roads are good for motoring in the dry season (October to June). An intercoastal road through Durango to Matamoros is open. The local carnival, the most celebrated in Mexico, attracts large numbers of merrymakers.

Precious metals, vegetables, charcoal and dried fish are the prin-

cipal exports.

Hotel:—Belmar, overlooking the ocean, 80 rooms, dancing and music.
Rail:—The Southern Pacific Railroad provides through connection between
California, U.S.A., and Mexico City, via Nogales, Mazatlan, and Guadalajara, and
an excellent service of express trains is maintained.

Merida, capital of the State of Yucatan, 775 miles east of Mexico City, is served by the port of Progreso. The fifth city in size in Mexico, it stands in a very flat agricultural country, almost entirely devoted to henequen. Population, 159,405. Massively built after the Spanish fashion, the town is healthy, clean and well-paved. Calle 65 is the chief street for shops. Among the buildings are a beautiful cathedral, bishop's palace, Government palace, model penitentiary, a large hospital, and theatre. Besides the henequen or sisal industry, there are soap, chocolate and hemp factories. The main exports are sisal, binder twine, chicle, hides, skins, dyewood and mahogany. Bus services to Progreso, Chichen Itza, Muna, etc. Picturesque road to Uxmal (34 miles), and one open to Campeche.

Hotels:—Merida; Colón; Gran; Reforma.
Rail:—United Railways of Yucatan to Progreso, 24 miles. Daily trains to

Campeche, 5 hours.

Minatitlan, 19 miles via Carmen from Puerto Mexico, with a population of 18,539, has one of the largest petroleum refineries in the country. It is reached by train from Puerto Mexico via Carmen, and is also served by train and aeroplane to Vera Cruz and Mexico City. The main products are coffee, timber, cereals, petroleum, sugar and rice. A 155-mile pipe line takes refined petroleum products across the Isthmus to Salina Cruz, on the Pacific.

Hotel :- Tara.

Monclova, in the State of Coahuila, is on the National Railways, 150 miles south of Piedra Negras, 130 miles from Torreon, and 120 miles from Saltillo. There are large copper, zinc, silver and lead mines in the area. In the town are the shops of the National Railways of Mexico, the Altos Hornos steel furnaces, a rolling mill, and an iron tube factory. The town is the centre of a rich agricultural and cattle raising country. Altitude, 2,000 ft. Climate, cool. Population, 7,181. A railway is being built to Chihuahua.

Hotels :- Internacional, El Progreso.

Monterrey, capital of Nuevo León State, population 340,625, lies in a fertile valley of the Santa Catarina River at an altitude of 1,624 ft. One of the most important and progressive towns in North Mexico, it dates from the earliest Spanish times. The railway lines from Matamoros, Laredo, and Eagle Pass converge at this point and depart for Mexico City and Tampico. The motor road from Laredo, Texas (146 miles) is now open, and has been extended to Mexico City. The opening of this road has brought an influx of visitors from the States. Other good roads lead to Matamoros and Torreon, via Saltillo. There are bus services to Linares, Saltillo, Monte-

morelos, and other towns in the agricultural hinterland. Summers

are long and hot in an otherwise temperate climate.

The majority of the buildings are massively built. It is the seat of a bishop. The Government palace stands in Plaza Cinco de Mayo and the cathedral in the Plaza de Zaragoza. The town has the largest iron and steel works in Mexico (Fundidora), lead smelters and refineries, a brewery, flour and cotton mills, soap and tobacco factories, mineral-water works, an electric-bulb factory, cement works, and an important glass factory.

The Topo Chico hot springs, a favourite bathing resort, lie four miles north-west of the town, and the surburban town of Bella Vista stands a little farther to the north. The Garcia Caves with their stalactites and underground lake deserve a visit. Hotels:—Colonial, Ancira, Monterrey, El Paso, Plaza, Embajador.

Rail:—National Railways to Tampico, 322 miles, and Mexico City, 625 miles (P. \$53.20; Sleeping berth, P. \$20.00); to Matamoros, 200 miles; to Nuevo Laredo, 160 miles; to Turron. Laredo, 160 miles; to Torreon.

Morelia was selected in 1541 as the site of a city because of its natural attractions, its background of mountains, and proximity to the Rio Chiquito dry climate. It is the capital of Michoacán, has a population of 44,304, and stands at 6,200 ft. The cathedral was founded in 1640. It is reached from Mexico City, 228 miles, via Acambaro, 50 miles, by National Railways. There is a certain amount of mining, but the main products are cattle and agricultural produce.

Hotels: - Alameda, Virrey de Mendoza, Casino.

Nogales, elevation 4,000 ft., with a mild and agreeable climate, is a twin city with a population of 13,866. It is situated astride the frontier line, one half in Mexico and the other half in Arizona. It is here that the Southern Pacific Railroad of the U.S.A. connects with the Southern Pacific Railroad of Mexico. A through Pullman car is operated daily between Los Angeles and Guadalajara, where the S.P.R. of Mexico connects with the National Railroads. journey from San Francisco to Mexico City is completed in four days and three nights with every modern comfort and convenience. This route is becoming more and more popular with business men and tourists. The return journey to the U.S.A. may be made from Mexico City via El Paso or Nuevo Laredo, and round trip tickets at very reduced rates are obtainable. There is a road via Cananea and Santa Ana to Hermosillo (about 167 miles); it is being pushed on to Guadalajara.

It is through Nogales that the important winter vegetable crops of southern Sonora and Sinaloa are exported. The main industries

in the area are mining and cattle ranching. Hotels :- Jalisco, Central.

Nuevo Laredo, on the Rio Grande, opposite Laredo, Texas, is one of the main ports of entry into Northern Mexico. The climate is healthy, cool by night and hot by day. Population, 28,872. Cattle and cotton are raised in the district, and a few industries including cotton textile and soap making are carried on. Travellers usually stay at Laredo, Texas, across the river. There are good roads to Monterrey and on to Mexico City, San Antonio, Corpus Christi, and Oaxaca.

Hotels:-Plaza, Brisas, Rendôn. Rail:-To Monterrey, 170 miles, by National Railways of Mexico; to Corpus

Christi, by Texas-Mexican Railway; to San Antonio, by International Great Northern Railway; to Mexico City, 803 miles, 29 hours.

Oaxaca, capital of Oaxaca State, 5,000 ft. above sea-level, has 29,306 inhabitants. It is reached from the capital via Puebla, 228 miles away, by the Mexican Southern branch of the National Railway. The great Indian Market is attended by people of the Zapotec and Mixtec Indian tribes. The Mitla Ruins are 25 miles south-west, perhaps the most accessible of the prehistoric cities of Mexico. A giant cypress tree at Santa Maria del Tule is celebrated as the largest in the country; the trunk is 160 ft. in circumference. Roads run to Puebla and to Tehuantepec and Tuxtla Gutierrez, and there is a motor road to Nuevo Laredo (1,087 miles). The weaving of table linen is a new and prosperous industry. The town is famous for its wool zarapes. It is 228 miles (21 hours) from Mexico City.

There are numerous silver and gold mines in the vicinity. The nearby area is devoted to cattle raising and agriculture, the main

crop being coffee.

Hotels :- Monte Alban (new and good), Marquez del Valle.

Orizaba, the favourite residence of the Archduke Maximilian, is placed in surroundings of great beauty 80 miles inland from Vera Cruz on the Mexican Railway. Altitude, 3,900 ft.; population, 47,910. It has many churches, bridges, a splendid Alameda and contains important railway workshops, textile factories (the most important in Mexico), a paper mill and a well-known brewery. The products include cotton, coffee, sugar and tobacco. There is a good automobile road to Cordoba, Tehuacan, Puebla and Mexico City (180 miles).

Hotel :--Hotel de France.

Pachuca, one of the oldest silver mining centres is the capital of Hidalgo State. Population, 53,354; altitude, 8,000 ft. The surrounding hills are honeycombed with old workings, and terraced with the tailings from the mines. The workings date from Aztec times. The present output of silver is said to be the largest of any

mining camp in the world.

Three railways and a good motor road lead to Mexico City (62 miles). Interesting buildings of the Colonial period include Las Cajas (1670), now occupied as offices; Las Casas Coloradas (1785), now Courts of Justice; and a former Franciscan convent (1596-1732). The modern buildings include a notable theatre and the Bank of Hidalgo. The mountain scenery within an hour or two's motor ride is impressive. Roads are open to Mexico City, Ciudad Victoria, Monterrey, Tampico and Nuevo Laredo. An electric railway runs to Real del Monte, 6 miles away, one of the largest mining camps in Mexico.

Hotels:—Los Baños, Colonial, Grenfell, Camino, Doria. Church:—(English speaking):—St. George's (Protestant).

Parral, chief town of the district of Hidalgo, stands 6,200 ft. above sea-level, and has 24,231 population. It has been little modernized despite the near presence of large silver, lead, zinc and gold mines. The climate is delightful.

Hotels :- Fuentes, Centro Viajero.

Rail:—Branch line to Jimenez, then National Railways of Mexico to Chihuahua (170 miles), and Mexico City (910 miles, 34 hours).

Patzcuaro, a town of 9,557 inhabitants, with narrow cobbled streets, is mainly interesting because of its nearness to Lake Patzcuaro. The lake, 6,700 ft. above sea-level, is about 30 miles in circumference, with Tarascan native Indian villages upon its shores and islands. Wildfowl and fish are abundant, and are pursued with native help in dug-out canoes. It is 270 miles (13 hours) from Mexico City.

Hotels:-Posada de don Vasco, El Lago, Atzimba.

Piedras Negras, on the Rio Grande opposite Eagle Pass, Texas, is an important port of entry to North-eastern Mexico. It is served by the National Railways of Mexico from Mexico City, 850 miles, and Saltillo, 315 miles. There are important coal mines in the vicinity; silver, zinc and copper are also mined. La Consolidatla, the steel producer, has two open-hearth furnaces here. The surrounding country is mainly devoted to cattle raising, and large cattle and horse markets are held in the town. Altitude, 700 ft. Population, 15,663. Hotel: -- Santa Rosa.

Progreso, chief port in Yucatan, 23 miles from Mérida, has about II ft. of water at the wharves. The port business is mainly in warehousing and transhipment. The main industry in the area served by the port is henequen. The climate is hot, temperatures ranging from 80 to 95° F. Population, 11,990. It is reached from Merida in I hour by the United Railways of Yucatan. There are motor-bus services to Merida. Distances (in sea miles): to Havana, 440; to New Orleans, 550; to Vera Cruz, 400.

Hotels:—Progreso, Villa Mar (summer only), Itza.

Puebla, "The City of the Angels," one of the oldest and most famous cities, can be reached by road from the capital (84 miles; 3 hours). It is a well-built, clean, and healthy town, containing interesting specimens of Andalusian architecture ornamented with Moorish tiles. There are over 60 churches and a cathedral, notable for its marqueterie and for pictures ascribed to Murillo and Velazquez. There are important cotton mills in the vicinity. Among other industrial products are Talavera ware, glazed tiles, onyx articles,

and palm leaf hats. Population, 229,976. Altitude, 7,150 ft.

In the Rosary Chapel of the Church of Santo Domingo (1690), the baroque displays a beauty of style and prodigality of forms which served as an exemplar and inspiration for all later baroque in Mexico. There is a strong Mexican note in Puebla's baroque; the hand of the Indian is evident in the variety and exuberance of the colouring and in the portrayal of human and celestial figures. This can be seen in the ingenuous Indian statuary of the Church of Santa Maria de Tonanzinla, in the polychrome fecade of San Francisco de Ecatepec, and in the strange reds and whites in the towers of the Sanctuary of Ocotlan. It is not so evident, but it is still there, in the opulent Renaissance work in the Cathedral. Besides the churches, the absurdly fragile and extravagantly ornamented Casa del Alfenioue (Almond the absurdly fragile and extravagantly ornamented Casa del Alfenique (Almond Paste House), a few blocks from the Cathedral dominating the centre of the town is worth seeing. A former convent is now the Museum of Santa Monica. The Curator there has a strange story to tell of generations of nuns hiding there after the reform laws of 1857 went into effect and the convent became illegal. There is some exquisite sculpture in the Chapel of Santo Domingo, built in 1659.

The Sanctuary of Ocatlán has been described as "the most delicious building in

Eight miles away, and reached by tramway, is Cholula, with its Pyramid of Quetzalcoatl, used by the Aztecs for their human sacrifices. The twin volcanoes, Popocatepetl and Ixtaccihuatl, are near at hand on the west, with the more distant cone of Citlaltepetl on the east.

The road to Mexico City winds among the beautiful pine forests at the foot of the first two volcanoes. There is a road to Oaxaca.

Hotels:-Royalty, Lastra. Royalty Agua Azul. Colonial. Imperial, El Gran Hotel.

Rail:—To Mexico City: by Mexican Railway (116 miles, 6 hours); by Interoceanic (131 miles). To Oaxaca by Mexican Southern (230 miles).

Queretaro, 167 miles by rail north of the capital, is historically interesting as the site of a pre-Aztec settlement with many Colonial relics. National independence was planned in Querétaro, and there the Emperor Maximilian met his death in 1867. The town has famous opal mines. The cathedral is sixteenth century, and the Municipal Palace has romantic associations with a heroine of the War of Independence. There are textile mills, flour mills, and tanneries. Population, 33,629; altitude, 5,900 ft.

Hotels :- Gran, Jardin.

Salina Cruz, the Pacific terminal of the Tehuantepec National Railway, represents a triumph of engineering skill. Two converging breakwaters, with a total length of over a mile, provide a harbour of several hundred acres. Trade has diminished considerably since the opening of the Panamá Canal. The modern town is laid out on high ground. The population is 4,614. The town is windswept and sandy, and has few attractions to the visitor. Puerto Mexico (to which a road is being built) is 190 miles by rail.

Hotels:—Pedro Guasti, Cerro Azul.
All America Cables & Radio, Inc., Esquina Progresso y Av. 5 de Mayo.

Saltillo, capital and chief commercial centre of the State of Coahuila, is on a plateau at 5,000 ft. altitude. The mean temperature is 63° F. and winters are mild. It is noted for the excellence of its shawls. The population is 49,430. Cattle farming, cotton, and grain growing are carried on in the semi-arid region, and gold, silver, lead, copper, iron, zinc, and coal are mined in the region. There are a number of textile mills in the vicinity. Roads to Piedras Negras and Monterrey (55 miles) with bus service.

Hotels:—Rancho el Morillo, El Paso Courts, Arizpe-Sainz.
Rail:—National Railways of Mexico to Laredo, 230 miles; to Eagle Pass; to
Tampico and Mexico City, 560 miles. Coahuila and Pacific Railway to Torréon,
210 miles. Coahuila and Zacatecas Railway to Concepción del Oro, 77 miles.

Air Service :- See Air Section.

San Geronimo (160 miles from Puerto Mexico) stands at the junction of the Tehuantepec with the Pan-American Railway on a line running through the State of Chiapas to the Guatemalan frontier and to Guatemala City. The line has opened an immense tract of fertile country.

Hotel :- De Gyves.

San Luis Potosi, capital of its State, is 327 miles north of Mexico City; altitude, 6,300 ft.; climate, temperate; population, 156,850. It is the centre of a very rich agricultural and silver-mining district. The chief shops are in Calle Hidalgo; there is a fine cathedral, a theatre, a Government palace, and two markets. Indians sell fruit in the market and main streets. There are several reducing and refining plants and large smelters. The arsenic plant is the largest in the world. Clothing, shoes, fibre, ropes, bags, brushes and cotton goods are produced. There are also foundries, tanneries, breweries, and railway shops. A highway leads to Guadalajara, and Mexico City.

Hotel :- Imperial.

Rail:—Railway to Mexico City, 327 miles, and Tampico, 280 miles; Mexican Central to Aguascalientes, 140 miles; Potosi and Rio Verde Railway to Aguacatal.

Santa Rosalia, on the eastern coast of Lower California, is reached from either Guaymas or La Paz (Lower California) by coasting vessels. The French-owned Boleo Mining Company operates here, extracting some 9,000 tons of refined copper annually. A gypsum deposit on San Marcos island, nearby, is being exploited by an American subsidiary. A road runs southwards through Mulege, Comandu, and La Paz to José and northwards via Rosario, Ensenada, and Tijuana to Mexicali. Population, 5,451.

Hotel :-- Central.

Tampico, a main port for most classes of cargo, has become the chief commercial centre in Northern Mexico, largely because of the oilfields. The port is seven miles up the River Pánuco (navigable by small ocean steamers as far as Tampico), and oil tanks and refineries extend for miles along the southern bank. It has a population of 99,441. Its situation is beautiful. The summer heat, rarely exceeding 95°F., is tempered by sea breezes, and the winter minimum of 45°F, makes the town a favoured winter resort. and July are the most trying months.

The Carpintero Lagoon is flanked by villa residences. The Playa de Miramar, a bathing resort, is a tram or motor ride from the city. La Barra is a seaside holiday place near the entrance to the Pánuco River. There is good wildfowl shooting on the Chairel Lagoon, with its wooded islands. The tarpon fishing is famous. Tampico is now joined to Mexico City by a road that can be travelled com-

fortably in about 14 hours. There is a regular 'bus and air service.

Hotels:—Imperial, Inglaterra, Tampico.
Church (English speaking):—Christ Church (Protestant); Lady of Mercy (Catholic).

Rail:—To Mexico City (600 miles), Laredo, and U.S.A. See under "Mexico

City."

Tapachula, the most important town in Southern Mexico, lies in a rich coffee district in the State of Chiapas, 25 miles from Suchiate, on the Guatemalan border. It is on the railway running north to Tonalá, 140 miles, and San Gerónimo, 262 miles. Guatemala City is 115 miles by rail or road. Trains leave daily for Suchiate, where the passenger is ferried across the river to Ayutla, proceeding next day to Guatemala City. There is a Sleeping Car Service from and to Mexico City twice weekly.

Coffee is the main product, but sugarcane and tobacco are also grown, and cattle are raised. There are some sugar refineries and

saw mills in the town. Population, 15,187.

Hotel :- Internacional.

Taxco. The first silver shipped by the Spaniards to Spain came from the mines of Taxco. A Frenchman, Borda, made and spent three immense fortunes here in the 1700's, and it was he who founded the present town of Taxco and built the magnificent twin towered, rose coloured parish church of Santa Prisca which towers above everything but the mountains. The town is a colonial gem, Spanish

in appearance. Every roof of every building is of red tile, every nook or corner in the place is a picture, and even the cobblestone streets have patterns woven in them. The Government has made Taxco a national monument and have prohibited the construction of anything modern in the town. Gas stations are outside the city limits. While the plaza has an elevation of 5,600 feet above sea, many of the houses are perched another two or three hundred feet higher up on the sides of the mountains and others that much lower down. The climate is ideal, never any high winds (for it is protected by huge mountains immediately on the north), never cold and no heat, due to its elevation. The population is 4,963.

Hotels:—Los Arcos, Rancho Telva, Victoria, Sierra Madre, De la Borda.

Roads:—Taxco is on the Mexico City, Cuernavaca and Acapulco highway, 163
miles from Mexico City, and 182 miles from Acapulco.

Tehuacan, in the State of Puebla, 155 miles east of Mexico City, is reached either by train or paved road through Puebla. The altitude is 5,550 ft., and the climate mildly tropical. There are thermal mineral springs and a bottling plant. Visits can be paid to Oaxaca, with overnight stay there. It is also close to Orizaba. There is a fine display in the Saturday market at Telmacan, a nearby village, of articles made from palm fibre.

Hotels :- Garci-Crespo, Madrid, Mexico.

Tehuantepec stands on the river Tehuantepec, 13 miles by rail from Salina Cruz, upon the Pacific side of the narrow isthmus. The Aztec word means "Mountain of the Man Eaters," and was given because the hills behind the town were infested with man-eating beasts. The region is celebrated for its hot springs. The town is picturesque.

The population (12,301) consists largely of Indians of the Zapotecan tribe, descendants of the Aztecs, who have retained their language,

dress, and customs.

Hotels:—Istmo, Perla.
Rail:—Tehuantepec National Railway to Salina Cruz, Ixtepec and Puerto Mexico, 180 miles. Connections at Ixtepec for Vera Cruz.

Toluca, capital of the State of Mexico and south-west 45 miles from the capital, is reached by train or motor-car (1½ hours). It is an agreeable summer resort, and of some commercial importance as a centre of agriculture and stock-farming. Industrial activities include power plants, flour mills and textile mills. The climate is cold in winter but pleasant in summer. Altitude, 8,700 ft. Population, 43,429. There are regular 'bus services to Mexico City and Tenango, and roads to Morelia and Guadalajara.

Topolobampo, on the Gulf of California, overlooking a fine bay, is connected by rail with the Southern Pacific system at a point 50 miles north-east. Coastal steamers connect the port with the north and south. There is good fishing and shooting.

Torreón, in Coahuila State, is 700 miles from Mexico City. It has cotton, flour, and other mills, and smelting works. The town is an important railway junction on the lines from Eagle Pass and Monterrey-Tampico. The population of 142,100 includes the towns of Gomez Palacio and Ciudad Lerdo. It is the centre for the Laguna cotton growing district, and the distributing point for the mining area of

Durango. Wheat is grown in the area and livestock bred. Various industries make the town one of the most important commercial centres in northern Mexico. The altitude is over 4,000 ft., and the climate is temperate and dry. Roads to Monterrey and

Chihuahua; to Matamoros; to Saltillo; and to Durango.

Hotels:—Rio Nazas; Elvira; Galicia; Laguna; Salvador.

Rail:—National Railways of Mexico to Mexico City, 705 miles; El Paso, 523
miles; Chihuahua, Monterrey, 253 miles; Saltillo, 187 miles; and Tampico, 502

Tuxtla Gutierrez, capital of Chiapas State, is reached from Jalisco, 86 miles, by stage coach. It is 40 miles from San Cristobal, and stands at an altitude of 1,500 ft. Population, 15,883. It is a busy distributing centre for an area producing sisal, tobacco, coffee, and cattle. The climate is hot. The Pan-American Highway (open from Oaxaca via Tehuantepec and Juchitan to Tuxtla Gutierrez) has been pushed on to the Guatemalan border.

Hotels :- Bonampak, Brindis, Cano.

Vera Cruz, the principal port of entry for Mexico, 264 miles by rail from Mexico City, is on a low alluvial plain bordering the Gulf Coast. It has a splendid harbour built by the English firm of Pearson, who were also the contractors for the sanitation, paving and water supply of the city. The town retains many picturesque white-walled buildings, and remains pleasing and healthy despite a warm and moist climate, whose average temperature is 77°F. It has a large trade with the interior, and has numerous wholesale houses of importance. Population, 123,368. Two roads to Mexico City, one via Jalapa, Puebla, and Tehuacan (12 hours by car), and another via Orizaba, permit a very pleasant circular trip. A new road through Texcoco has reduced the car journey to five hours.

The main industry is agriculture, but petroleum is important. Cotton and jute goods, sugar, beer and cigars are the main products. Hotels:-Diligencias; Colonial; Prendes. Hotel Mocamba, 5 miles out on

the sea front.

Rail:—To Mexico City by Mexican Railways (12 hours, day or night, preferably in observation car), or by Interoceanic Railway (23 hours). To Salina Cruz and Puerto Mexico. To Alvarado and forward by steamers on the Papaloápam River. See under "Mexico City."

Villahermosa, capital of Tabasco State, on the Grijalva River, is about 70 miles from Alvaro Obregon, whence it is reached by river steamers. There are steamer services from the town to places on the Grijalva, Usumacinta and Palizada rivers. The climate is hot. Population, 25,114. The town is a busy commercial centre for an area producing tobacco, coffee, sugar, cacao, bananas, and rubber.

Hotels :- Imperial : Isabel : Regis.

Zacatécas, 440 miles from Mexico City, at 8,075 ft. altitude, and capital of Zacatécas State, has 21,846 population. built in a gulch, and the hills on each side are picturesque. central part of the town contains many interesting Colonial buildings, particularly the cathedral, which is one of the most noted in the Republic. The climate is cold but generally healthy throughout the year. Mining is carried on extensively. There are four large plants for the treatment of ores, at El Bote, Vetagrande, and Guadalupe.

Hotels: - Francia, Paris.
Rail: - Mexican Central Railway to Mexico City, 18 hours, and Ciudad Juárez.

PHYSICAL FEATURES.

Mexico, or "Los Estados Unidos Mexicanos" (United Mexican States), owes its name to the Aztec tribes, the Mexicans who occupied

the tableland and whose war-god was Mexictli.

Its area, 760,000 square miles, is one-quarter that of the United States, with which it has a land frontier of over 1,500 miles. The southern borders of about 550 miles abut upon Guatemala and British Honduras. There is a coast line of 1,727 miles towards the Mexican Gulf and the Caribbean, and of 4,574 miles towards the Pacific and the Gulf of California.

A central tableland, flanked by the Eastern and the Western Sierras, occupies the greater part of the country. This plateau is on an average 6,000 feet above sea-level. The elevation of 3,700 feet at El Paso on the northern frontier increases to 5,200 feet at Saltillo and to 8,000 feet at Marquez, 76 miles from Mexico City. In the mountains running on an east-west axis which passes, more or less, through Mexico City, the highest peak is the Pico de Orizaba (18,000 ft., and the second highest in the Western Hemisphere). Others are Popocatepetl (17,880 ft.), Ixtaccihuatl (17,670 ft.), and Nevado de Toluca (15,003 ft.); all are either active or extinct volcanoes. A new volcano, Paricutin, appeared near Uruapan in 1943.

The narrow hot coastal strips between the sierras and the sea are sandy along the seashore, with a higher and fertile belt of land rising

to 3,000 ft.

Mountains and forests occupy about one-third of the total area. The cultivable but unexploited lands are computed at 20 per cent. of the whole, but of these one-half require artificial irrigation.

The few navigable rivers are of no importance. The fairly numerous lakes are many of them beautiful, but are of little use for navigation. The largest is Chapala, 70 miles long and from 15 to 20 wide. Lake Tamiahua, in the State of Vera Cruz, is 60 miles

by IO.

There are no bays of importance along the south-west part of the Gulf of Mexico, and only one natural harbour, that of Carmen. On the east coast of Yucatan are the deep bays of Asunción and Espiritu Santo. The Gulfs of Tehuantepec and of California present two large indentations in the coast line, the latter penetrating the continent for 740 miles.

There is a great range of climate. Although a large portion of the country is in the torrid zone, much of this is temperate, owing to the latitude. From Tampico southwards, at or slightly above sea-level, the climate is generally tropical; north of this point, at about the same elevation, it is semi-tropical, as also southward at elevations of from 1,000 to 6,000 ft. Upon the central plateau the climate is temperate and the air is dry, bracing, and especially good for bronchial, pulmonary, and rheumatic troubles. The plateau has four seasons in the north, and a wet and a dry season south of about 28°. The dry season is from November to April. The shade is cool, and the nights are cold. During the rainy season on the plateau the mornings are pleasant, the noons hot, and heavy rain falls in the afternoon or early evening. The rainfall varies from

14 to 40 inches.

The **population** was 27,020,576 in 1952; it increases by about 600,000 a year. About 60 per cent. are of mixed race, 30 per cent. of pure native blood, and 10 per cent. of pure white race. 65 per cent. are rural. The language used is Spanish.

Constitution:—On February 5, 1917, a new Constitution was promulgated, superseding that of 1857. Mexico was proclaimed a Federal Republic, the States having the right to manage their local affairs. The powers of the Supreme Government are divided into the legislative branch, the executive, and the judicial. Congress, the legislative branch, consists of the Camara de Senadores (58 members, elected every 6 years), and the Camara de Disputados (147 members, elected every 3 years). There is universal suffrage, and one member for 60,000 inhabitants. The President, holding the executive power, is elected by direct vote for a six years' term.

Local Administration:—Besides the Federal District, there are twenty-eight States, and three Territories, each a separate entity so far as government and laws are concerned; inter-State Customs duties are not permitted. States can levy their own taxes, and each State has its Governor, legislature, and judicature popularly elected in the same fashion as those of the Federation. The Federal District and Territories have their governors appointed by the President. Laws made by the Federal Government are binding on the various States, which can, however, supplement them with laws of their own.

Roman Catholicism is the religion of the great majority.

PRESIDENT. Señor Adolfó Ruiz Cortines.

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CABINET.

There are 10 other Ministries.

NATURAL RESOURCES.

The intensive activity displayed by Mexico in the development of its primary industry, agriculture, is encouraging: the expansion of the rural school system, the establishment of agricultural schools for technical training, the campaign for better methods of marketing, and the extensive irrigation and reclamation programme. Some 15 million hectares are now cultivated, 62 per cent. of the population work on the land, but agricultural production is still insufficient to supply the needs of a rapidly growing population.

Wheat, cotton, garbanzos, sugar, tomatoes, and other vegetables are grown principally on irrigated land. Corn, beans, henequen, and coffee are raised principally on naturally watered land.

Cotton is, by value, the most important export. Coffee takes

third place.

Cotton is grown most largely in Lower California and in the States of Tamaulipas, Coahuila, Nuevo Leon and Chihuahua, where

conditions are met comparable with those of Texas. About 40 per cent. of the production is in the fertile Laguna district, near Torreon. It is a short fibre cotton; long fibred cotton has to be imported for the mills. These use up to 400,000 bales per annum for their 550,000 spindles, and the exportable surplus fluctuates. The yield in 1952-53 was 1,100,000 bales, of 230 kilos each. (The average for five pre-war years was 324,000 bales). Production of seed, seed oil, cake and meal is considerable. Export, 1952: cotton, ginned—228,662 m. tons, value 1,179 million pesos; cotton seed cake and meal—73,000 m. tons.

Coffee grows in perfection on the mountain slopes, and fetches a high price, and is highly esteemed by connoisseurs. The Caracolillo variety, grown in the Uruapan district (Michoacán), is regarded as the finest. Coffee can be cultivated in almost any part of Veracruz, Chiapas, Oaxaca, Hidalgo, Puebla and San Luis Potosi, at an altitude not lower than 1,000 ft. and preferably at 2,500 to 4,000 ft. Trees (estimated to number 133,606,000) are at their prime from the sixth to the thirteenth year. Production was about 1,200,000 bags (of 60 kilos) in 1952-53. Domestic consumption is 200,000 bags. Exports: 1952—52,264 m. tons, value 407,180,975 pesos.

Tobacco leaf of a quality comparable with Cuban is produced in San Andrés Tuxtla (Vera Cruz) and other good tobaccos in Nayarit, Tabasco, Yucatan, and Oaxaca. A large part is retained for home consumption and for manufacture in the 200 or more cigar and cigarette factories. The production of leaf in 1952-53 was 27,000 m. tons. Export: 1951—297,438 kilos; 1952—163,640 kilos.

Large areas are suitable for sugar production, and especially the hot regions of the Atlantic belt. There is room for development in this industry, which dates back to the earliest years of the Spanish Conquest. The output of refined sugar in 1952-53 was 740,000 m. tons. Domestic consumption is now 650,000 m. tons. Some 120,000 m. tons of coarse brown sugar is also produced. There is a large production and export of blackstrap molasses (149,751 m. tons in 1951). About 46 million litres of alcohol are produced from molasses and cane juice.

Maize furnishes one of the chief foods of the people. The tortilla, made of this grain, is universally eaten in all the States. Maize is chiefly grown south of latitude 21° N., and Jalisco, Yucatan, Veracruz and Puebla are the chief producing States. The crop is planted on 4 million hectares. The yield was from 3 to 3.5 million m. tons in 1951.

Most of the wheat grown in Mexico is soft, and therefore it is necessary to import hard-grade wheat for mixing. The most productive area is that known as the Central Zone, the area surrounding and to the north of Mexico City (States of Michoacan, Guanajuato, Chihuahua, Coahuila, Baja California, Jalisco, Mexico and Puebla). The next most important zone is in the north (Coahuila, Chihuahua, and Durango). In the North Pacific zone the most important State is that of Sonora. Uncertain rainfall and lack of irrigation make the crop very variable. The 1951-52 crop was 600,000 m. tons, or about 75 per cent. the consumption.

A small quantity of oats and rye is grown, chiefly in Mexico and Lower California. Rice is grown on 108,000 hectares in almost all the coastal States and some of the interior. The Yaqui Valley, State of Sonora, grows about 45 per cent. of the crop, which was 132,000 m. tons of milled rice in 1952. Domestic consumption of milled rice is 75,000 m. tons. There are small exports.

Barley is cultivated chiefly in Hidalgo, Mexico, Queretaro, Tlaxcala, and Michoacan. The production of grain barley is 140,000 m. tons, and of malt barley some 8,600 m. tons. Barley is imported.

About 2,248,300 metric tons of alfalfa is grown in the Valley of Mexico and in 15 other States as green food for dairy cattle and as a hay crop at various points northwards.

Pulse and Vegetables:—String beans (frijoles) are a staple article of food. The crop is cultivated throughout the Republic in every climate. Production is roughly 231,122 m. tons. Chick-peas (garbanzo) are grown in Sonora and Sinaloa. Production is around 110,600 m. tons. Export: 1951—34,667 m. tons, value 49,976,120

pesos; 1952—13,916 m. tons, value 19,872,188 pesos.

The production of fresh vegetables and tomatoes for home consumption and export to the United States is increasing. Most of the production for export takes place in some 15 river valleys running to the Gulf of California in the States of Sonora and Sinaloa. Vegetables are also cultivated for export on a small scale near Manuel, on the east coast. The vegetables produced are tomatoes (about 335,073 metric tons), green peas (7,000 metric tons), green and dry peppers (31,426 metric tons), string beans, and melons. The shipping season is from November to May. Production and transport of the entire winter vegetable crop on the west coast of Mexico is now under Government control. They are handled by the Wells Fargo Co., of Mexico, and transported by the Southern Pacific Exports, 1950-51-7,572 carloads; 1951-52-7,871 The main bulk is made up of tomatoes (6,830 carloads). The rest are green peppers (894 carloads), green peas, melons, and cantaloupes.

The potato crop is some 180,495 m. tons.

Fruits:—The temperate districts produce apples, plums and other stoned fruits of good flavour as well as excellent melons. Especially good grapes are produced at Parras (Coahuila). Grape production is now 70,000 m. tons. Strawberries are procurable throughout the year, and are exported frozen. Mexico is the chief lime producing area in the Western hemisphere. About 68,000 metric tons are produced and some exported.

Most forms of tropical fruits are indigenous. Navel oranges of high quality grow wild; so do lemons, mangoes, prickly pears, papayas, guavas, figs, chirimoyas and others. Grape fruit, pineapples (122,000 m. tons) and bananas (520,000 m. tons) are cultivated and banana-growing is a developing industry near Vera Cruz, in the Gulf coast region between Tampico and Tuxpan, and in the State of Jalisco, on the west coast. Most of the banana exports are shipped

from Alvaro Obregon, Tabasco, and Vera Cruz.

The main fruit exports in 1952 were pineapples, fresh, 19,332 m. tons; canned, 10,343 m. tons; citrus fruits, 11,215 m. tons.

Coconuts are found throughout the tropical coastal region wherever local moisture suffices. Date palms flourish in parts of Lower California.

Fibres:—The more sandy and barren districts of the south produce large crops of cordage fibres, and about one-half the world's supply of material for harvester twine comes from Mexico.

Henequen, or sisal, has long been the principal source of wealth in the Southern States of Yucatan and Campeche, and has been introduced in the region tributary to Victoria, in the State of Tamaulipas. The State of Yucatan now produces some 100,000 metric tons of fibre a year, and 20 large sisal manufacturing plants consume about 30,000 tons. Exports of long fibre: 1952—22,854 m. tons; bagasse: 3,607 m. tons; cordage: 9,672 m. tons.

Ixtle hemp is grown to advantage upon the wastes of the northern coast. The annual production is about 15,000 m. tons of the lechuguilla type, with 15,000 m. tons of ixle de palma. Ixtle exports in various forms: 1951—10,382 m. tons; 1952—5,975 m. tons.

Zapupe and pita, plants which mature earlier than sisal, are

worked especially at Tuxpan (Vera Cruz).

Zacaton, a root used in Europe for making coarse brushes, grows wild upon the high lands and is exported. (1,857 m. tons in 1952).

There is a large production of **vegetable seeds**: cotton seed (345,524 m. tons); sesame (100,000); peanuts without shells (45,000); flaxseed (40,000); rapeseed (6,000); copra (50,000); coyol, corozo, and coquito; and castor oil beans (4,000). There are small exports of peanuts and castor beans. Production of edible vegetable oils was estimated at 226,500 m. tons in 1952. Small quantities are exported.

Other products are cacao (8,500 m. tons); pepper and spices; garlic (11,000 m. tons); vanilla (175,000 lb.) of exceptionally high quality; sarsparilla; guayale rubber (12,000 m. tons); indigo, candelilla wax, mesquite, copal gums, and oakbark. There are small

exports of cacao, pimento and vanilla.

The best woods are found along the coast and in the Southern States. The supply includes dye-woods, oak, pine, cedar, ebony, mahogany, sandal wood, rosewood and spruce. Pine and mahogany are exported. Opportunities remain for a much larger exploitation of Mexican timber.

Chicle gum is obtained chiefly from Campeche, Chiapa, and Quintana Roo, the eastern part of the Yucatan peninsula, and exported or used locally to make chewing gum. The 1950-51 harvest was about 3,800 m. tons, of which about 200 m. tons are used by Mexican manufacturers. Export: 1951—1,537 m. tons, value 21,898,268 pesos; 1952—1,359 m. tons, value 19,581,867 pesos.

Wild honey and beeswax are collected by villagers, and beekeeping is practised in many parts of the country. Production is about 9,000 m. tons. Export, honey, 1951—1,888 m. tons; 1952—

1,931 m. tons.

Livestock:—In 1930 there were 1,800,000 horses, 20,100,000 poultry, and 1,600,000 turkeys in Mexico. There was an estimated 18,000,000 cattle in 1949, with 5,392,253 hogs, 4,829,085 sheep, and 7,016,430 goats in 1945. About 1,700,000 cattle are slaughtered

annually, and some exported on hoof to the U.S. The tannery production of hides and skins in 1952 was: Cattle hides and calfskins, 2,300,000; sheep and lamb skins, 1,200,000; goat and kid skins, 1,700,000; pigskins, 1,400,000. Cattle hides and goat and

kid skins are exported, but there are some imports.

Luxuriant grasses grow in the range territory, which includes the States of Sonora, Chihuahua, Durango, Zacatecas, Coahuila, San Luis Potosi, Nuevo Leon, Aguascalientes, and part of Tamaulipas. These lands combine to make one of the greatest grazing areas in the entire world. At the present time thousands of these acres, high in grass, bear no livestock.

Along the coastal areas in southern Mexico there grows an abun-

dance of native grasses, all nutritious and fattening pasture.

There is some intensive dairy farming in the Valley of Mexico, around the City of Mexico. Goats' milk is largely used by the poorer classes. Pigs are raised near the towns.

Some success has been attained in poultry farming in favoured

districts, although the business has been little organised.

Fishing:—The fishing industry is rapidly growing in importance. There has been a phenomenal growth in the shrimp and sardine industries. Fish exports in 1952 were valued at 251,693,000 pesos.

Land Tenure:—Under the Constitution of 1917 the ownership of lands and waters, mineral resources, petroleum, salt, and so forth is inalienably vested in the nation. Large scale dispersals of big estates have taken place.

The Alien Land Law, promulgated 29th March, 1926, requires foreign subjects holding land in Mexico to consider themselves Mexican citizens and to renounce the protection of foreign Governments in respect of the property. Foreigners are forbidden to acquire land within a certain distance of the coast or frontiers.

Irrigation: Of Mexico's land surface only 12 per cent. (58,000,000 acres) is suitable for agriculture. Of these, only 4,900,000 acres have a dependable supply of water. At best, only another 17,000,000 acres of the tillable area can count on enough water to make irrigation practicable. The rest can be planted only sporadically, at great risk, when there are hopes of enough rain. It is estimated that 3,918,000 acres are under irrigation. Mexico could feed herself if she had 17,500,000 acres under irrigation.

MINERAL RESOURCES.

The most important mineral region is enclosed in a rough parallelogram extending from north-west in Sonora to south-east in Oaxaca, following the direction of the Sierra Madre Cordillera, about 1,600 miles long and 250 broad. The principal mining States are Chihuahua, Guanajuato, Oaxaca, Sonora, Durango, Jalisco, Michoacán, Zacatécas, Hidalgo, Querétaro, and Mexico, but there are also mineral potentialities in Vera Cruz, Lower California, and other States. Mining has developed chiefly in the hands of large foreign undertakings, able, by reason of the scale of operations, to work economically and to furnish large capital. In November, 1932, a Presidential decree was issued nationalising the deposits of gold, copper, antimony, mercury, aluminium, phosphates, nitrates, coal,

platinum, iron, and bismuth. Minerals account for some 34 per cent. of total exports. Of the mineral exports lead is the most important, followed by silver, crude petroleum, silver and copper.

Silver, obtained in most of the States, is produced principally in Hidalgo, where the Pachuca and Real del Monte deposits are the chief source. The national output is computed to be 40 per cent. of the world's total production. Exports, 1952—value 119,584,772 pesos.

Gold is worked and Mexico is the fourth largest producer in the world. The output was: 1951—12,237,000 grammes.

Lead working has increased steadily and Mexico is second only to the United States as a source for that metal. Most of the lead is produced in the States of Chihuahua and Nuevo León, and almost all of it is refined in Mexico. The processes have been improved and the method followed is largely that of flotation. Production, 1952—246,000 m. tons. Export in bars, 1951—178,402 m. tons, value 570,864,054 pesos. 1952—205,400 m. tons, value 635,828,102 pesos. Nearly all of it is exported to the U.S.

Copper export was 42,040 m. tons in bars, 25,966 m. tons in concentrates and 9,735 electrolytic in 1952. Total value: 355.2 million pesos. Production, 1952—60,000 m. tons. Copper is found mostly in the northern States of Sonara and Baja California.

Fluorspar production is about 85,000 m. tons.

Production of other minerals is given in kilos:—

		1951	1952
Antimony		 6,825,020	5,531,838
Arsenic		 12,762,226	2,865,549
Amorphous	Graphite	 33,286,416	24,063,122
Cadmium		 893,793	734,090
Tin		 372,228	419,413
Mercury	* *	 278,356	301,032
Bismuth		 338,165	406,069
Tungsten		 195,372	267,093
Manganese		 28,524,064	45,052,362
Iron		 312,580,447	340,157,388

Zinc was exported in 1952 to the extent of 42,185 m. tons in bars, and 340,211 m. tons in concentrates. Total value, 411.1 million pesos. About 20 per cent. is refined locally. The U.S. takes almost the whole production, 231,000 m. tons in 1952.

Vanadium ore is produced at the Aquiles Serdan mine, in the Chihuahua district.

Oil:—The supply is over 3 per cent. of the world's total and Mexico ranks seventh among the oil countries of the world. During 1938 the Government took over the properties of oil producers in Mexico, and all oil is now controlled by Petroleos Mexicanos (PEMEX).

Geological evidence suggests 150 million acres as the probable extent of the oil-bearing area and about 15,000 acres are at present worked. The developed area skirts the Gulf of Mexico to a depth of about 100 miles inland. Pipe lines (1,028 miles) and barges take the oil to the coast and to the refineries. Mexico consumes 72.5 per cent. of the oil it produces.

Mexico produces two qualities of petrol, one rich in asphalt, the

other in paraffin. The first is extracted in Panuco district, and the second in the Tuxpan and Tehuantepec regions. Half the annual production comes from Tuxpan. A new field has been discovered in the State of Tabasco and two more in the Isthmus of Tehuantepec.

A 250-kilometre pipe line across the Isthmus of Tehuantepec now links the Atlantic port of Minatitlan to the Pacific port of Salina Cruz.

The output of oil, 16½ million barrels in 1912, rose to 194½ million in 1921. Recently the output has been:—

Crude oil refined: 1950—51,980,000 barrels. The production of petrol has doubled since 1947.

Mexican consumption of crude oil is 47,277,000 barrels. The rest is exported. Exports, 1952: crude—1,970,639 cubic metres, value 217,748,670 pesos; petrol—469,464 cubic metres, value 48,175,515 pesos.

Iron, Steel, and Coal: The first blast furnace in Latin America was set up in Monterrey, Northern Mexico, in 1900: it is still the largest primary producer in the country. The second largest foundry is at Monclava (Coahuila). The three principal operators—Fundidora at Monterrey, Altos Hornos at Monclava, and La Consolidada with its two open hearth furnaces at Piedras Negras and two electric ovens in Mexico City—turned out 536,553 m. tons of steel ingot and 303,400 m. tons of pig iron in 1952, besides plate and sheet (143,325 m. tons), tinplate (12,954 m. tons), and wire rod (48,028 m. tons). There is a new foundry, Aceros Ecatepic, at Tulpetlac, 12 miles from Mexico City, and a plant near Veracruz is producing seamless steel pipe. But in spite of the 300 per cent. increase in domestic production in 12 years, Mexico is still a large importer of iron and steel.

Surveys show that Mexico has reserves of from 300 to 500 million m. tons of iron ore and about 1,500 million m. tons of bituminous coal. The iron content varies from about 58 per cent. to 64 per cent. Deposits, mainly hematite and magnetite, are widely distributed, but the most important are in the northern (Durango) and north-western (Pacific Coast) areas. The Cerro de Mercado in Durango supplies by rail both Monterrey and Monclava. The large Chihuahua deposit of La Pella is unfortunately 120 miles from the nearest railway. Transport is, indeed, the outstanding problem of the steel industry. Iron and coal reserves are far apart and most of them are remote from any rail link. Although large coal deposits exist in various parts, only those in the Sabinas Basin (Coahuila) have been exploited for the steel and iron industry. In spite of washing, the coke is low grade, with an ash content as high as 18-19 per cent. A new coking plant is now operating at Monclava; it has a production capacity of 600,000 m. tons a year.

INDUSTRIAL DEVELOPMENT.

The configuration of the country is naturally favourable to the raising of hydro-electric power. Considerable installations exist at Necaxa (Puebla) and Tuxpango (Veracruz), Boquilla (Chihuahua),

Chapala (Jalisco), and Lerma River (Michoacan). Important extensions of plant have been made by the concern furnishing Mexico City with light and power. There are some 1,201 electric power plants, owned by 938 companies. Total production of electricity in k.w.h's is 5.8 milliards; of this, 43 per cent. is hydraulic, and the rest thermal. Four main electric power companies supply most of the energy consumed in Mexico.

The industrial production index (1929=100) was 213.95 for the

second quarter of 1953.

The chief manufacturing industries are those of the food and drink group, inclusive of breweries and sugar mills, textiles, chemicals and paints, metals, cigarette and cigar. There are 200 cotton mills, with 1,060,000 spindles, producing 70,000 m. tons of fabrics and 6,437 m. tons of thread. There are 11 cotton and wool, and 79 woollen mills, with an output of 4,457 m. tons. About 25,874 spindles handle rayon. Numerous knitting machines produce stockings and hosiery. The chief centre of the textile industry is Puebla.

One mill produces some 4,000 m. tons of acetate yarn, and two factories turn out 550 m. tons of viscose yarn. There is one rayon staple plant producing about 600 m. tons. Textile products and textile manufactures account for some 12 per cent. of exports by value.

Vera Cruz is the centre of the cigar industry. Earthenware is produced in Guadalajara and glass at Puebla and Monterrey. There are 11 paper mills, and 18 domestic cement plants, which produce over 1,500,000 m. tons. A plastic industry is increasing rapidly.

The national production of the following lines is sufficient to meet home requirements:—Footwear, clothing, tyres, canned fruits, perfumery, matches, cement (833,444 m. tons), beer, soap, paper, biscuits, cigarettes, glassware and pottery, paints, varnishes and lacquers.

The Federal District, embracing Mexico City and outlying suburban area, is the most important commercial centre. Over 60,000 persons are employed in 3,478 industrial establishments.

Social Insurance: - Mexico has a social-insurance system providing for insurance for employed persons against industrial accidents and diseases, sickness, maternity, disability, old age, and death. The system at present applies mainly to urban workers, although the law contemplates gradual extension to cover rural workers as well. Operations are reported to be limited to the Federal District and the cities of Puebla, Monterrey, Guadalajara, Orizaba, and Tlaxcala. It is planned eventually to extend operations over the entire country, and the President is authorized by law to put the programme into operation in any part of Mexico. Benefits are financed by contributions paid by employers, workers, and the Federal Government, except for workmen's compensation insurance, which is paid for entirely by the employer. Many collective labour contracts in force, however, call for payment by the employer of the workers' contributions to social insurance as well as his own. tration of the system is handled by regional offices of the Mexican Social Insurance Institute, under the general supervision of the

Ministry of Economy.

IMPORTS AND EXPORTS.

1952 Pesos. Pesos. Imports . 4,403,368,000 . 6,773,170,000 . 6,395,960,000 Exports . 4,337,795,000 . 5,446,913,000 . 5,126,713,000 About 63 per cent. of the total import and 57 per cent. of the total export moves through Tampico, Vera Cruz and Nuevo Laredo. The U.S.A. supplied 83.3 per cent.

of the imports, and took 77 per cent. of her exports in 1952.

Public Debt:—The complicated question of debt is in the hands of the International Committee of Bankers. Mexico computes the external debt at 220,600,000

pesos. Internal and floating debt was 1,371,000,000 pesos in 1949.

CURRENCY, WEIGHTS AND MEASURES.

Due to a sudden rise of silver, all silver coins were withdrawn from circulation on July 25th, 1935, and coins of less intrinsic value were issued. There are silver coins of 1 and 5 pesos and .50 centavos; bronze coins of 0.20, 0.10, .05 and .01 centavos, and nickel coins of 25 centavos. Notes in circulation are for 1, 5, 10, 20, 50, 100, 500, and 1,000 pesos. The peso is stabilised at the rate of 12.50 to the U.S. dollar.

The metric system is official and compulsory. Old Spanish measures are used, especially among the lower classes and Indians.

Business Holidays: Sunday is a statutory holiday. Saturday afternoon is also observed as a holiday, except by the shops. There is no early closing day. National holidays are as follows:—

Whole Holidays :-January 1st.
February 5th. Constitution Day.
March 21st. Birthday of Juarez.
Good Friday, the day before and the day after. May 1st. Labour Day. May 5th. National Day. Corpus Christi. June 30th (banks only).

September 16th. Independence Day. October 12th. Colombus Day. All Saints. All Souls.

November 20th. Revolution Day.

December 12th. Guadalupe Day. Christmas Day.

December 31st (banks only).

Press:—All the more important newspapers are published in Mexico City. The chief daily is "El Universal," with a very large circulation. Next comes "Excelsior," representing more conservative views. Other papers are "La Prensa," "El Gráfico," "Ultimas Noticias," "Novedades," "La Reaccion," "Diario Oficial," the official gazette, and "The News," (in English).

POSTS AND TELEGRAPHS.

The postage rates on letters not exceeding 20 grammes in weight are: for urban or suburban service, 10 centavos; to other points in Mexico, United States, Canada, Spain, Central and S. America, 15 centavos. To other countries, 30 centavos for the first 20 grammes and 12 centavos for each additional 20 grammes; maximum weight, 2 kilogrammes. Air mail rates on letters: U.S. 25 centavos; Britain, 80 centavos; Letter mails from England to Mexico and other principal destinations take 10 to 15 days, 4d. for first ounce, 2 d. per ounce after. Air mail from U.K., see page 28.

Telegrafos Nacionales maintains the national and international telegraph system. It is separate from the Post Office and telegrams have to be handed in at its offices. There is a special office at Calle Dolores 3 in Mexico City to deal with international traffic. Broadcasting is done under Government control from 4 stations.

626

There are 60 more which get their income from commercial ' propaganda. Television has been started from two stations in Mexico City and one in Matamoros.

Outward mails are despatched via the United States, and the service is the same as to the United States. Homeward mails are due about three times a week.

Telephone facilities:—There is telephone communication from Mexico to the United States, Canada, and Europe. The minimum charge for a 3-minute call from Britain is f.3 15s.

Information for Intending Visitors.

Mexican immigration regulations are often changed, and to avoid the possibility of vexatious delays at the port of entry the traveller should consult the nearest Mexican Consulate before his departure and comply with existing regulations. The importance of doing this cannot be over-emphasised.

Amongst other requirements is a vaccination certificate which must have been issued during the preceding year and visaed by a Mexican Consul. In any case the traveller, unless he has reason to consider himself immune to smallpox, will do well to undergo vaccination. Smallpox and typhoid have a tendency to find their victims among unacclimatised visitors.

Tourists to Mexico (as distinct from business visitors) should, according to existing regulations, obtain an individual "tourist card" from a Mexican Consulate in the United Kingdom, and also

have their passport visaed. Tourists should give the Mexican authorities no occasion to doubt that the nature of their visit is

other than for mere travel and sightseeing.

British business visitors (as distinct from tourists) must obtain a visa for a business visit from a Mexican Consulate in the United Kingdom. In cases where the applicant was born in Great Britain, Northern Ireland, Australia, South Africa, New Zealand or Canada, such visas are normally granted without reference to Mexico City. In other cases, reference by the Mexican Consul to the Immigration Authorities in Mexico City will be necessary regardless of the type of visa to be granted: intending visitors in this category are therefore warned not to count upon obtaining Mexican visas at short notice.

Travellers' cheques from any well-known bank can be cashed in Mexico City, whether drawn in sterling or in U.S.A. dollars, but in the provinces it is recommended that travellers' cheques, or

letters of credit, in terms of U.S.A. dollars only be carried.

Personal luggage is examined by the Customs officials at the port of entry. It is possible to have it sent in bond to Mexico City for examination, but the better course is not to be separated from it. Samples of no commercial value, and those rendered valueless through cutting, etc., may be imported free of Customs duty.

Hours of Business: The statutory hours of business are from 10 a.m. to 6 p.m., with an extension to 8 p.m. on Wednesdays and Saturdays. Many shops close earlier. Banks remain open from 9 a.m. to 1 p.m. and to 12.30 p.m. on Saturdays. Business office hours are somewhat fluid. Some offices open at 9 a.m. or 10 a.m., closing at I p.m. and reopening for the afternoon between 2 p.m.

to 5 p.m. Other businesses, including some Government offices, prefer to maintain office hours between 9 a.m. to 2.30 p.m., closing for the rest of the day.

TRAVEL IN MEXICO.

The largest single item of Mexico's dollar income in 1952 was the

U.S.\$300,199,000 spent by 414,541 tourists.

The inter-American Highway is open from Nuevo Laredo to El Ocatal, on the Guatemalan border. The northern section to Mexico City is called the Central Highway; the southern section is

known as the Christopher Colombus Highway.

Mexico is described with justice as the Egypt of the Americas in allusion to the remains of the ancient civilizations which invest Mexican travel with a peculiar charm. Due to the wide range of altitudes and to the general configuration of the country a remarkable variety of climate and scenery is to be enjoyed. Shooting and fishing are to be had in abundance.

"A visitor, interested in the people, may go to Chihuahua to see fleet Tarahumaras outstrip a galloping horse or run down birds. He may watch the Tarascan potters in Michoacán, some of whom are so devout that they will only ply their hereditary trade on the feast days of St. Ursula and St. Martin, or their Campechano competitors on the other side of the Gulf of Mexico, who make the Canteros in which water is cooled without the aid of the potter's wheel by twiddling the base of the pot with their toes while they almost plait the body of it with strands of clay. Or he may go to watch the folk of Guerrero, who have revived their ancient art of lacquering wooden bowls and never make two alike. Or to Oaxaca to see Zapotec Indians weave fantastic toys of grass, or watch the stately sandunga danced by barefooted girls splendid in the becoming vida niro coif, short, brightly coloured skirts and ribbons and long lace petticoats, while the men, all in white with gay handkerchiefs, dance opposite them with hands behind their backs."

The journey to Mexico City over the Mexican (standard gauge) Railway from the port of Vera Cruz leads through some of the most picturesque of the mountain scenery.

The railway advances towards the stately Orizaba across a narrow belt of tropical woodland, and then climbs 6,400 ft. in 64 miles through imposing and attractive scenery rising through a variety of climates with the vegetation characteristic of each to the central plateau. Then, having reached the highest point on the line at Acocotla, 8,320 ft., the train descends into the Valley of Mexico, there to reach the picturesque capital city just 12 hours after leaving Vera Cruz. Although it entails an early start at 6.40 a.m., the traveller should not fail to make the journey by day, as the ascent to the capital is impressive and unusual. In the same way the tourist, having reached Mexico City, should defer to its altitude, 7,400 ft., and avoid taking strenuous exercises or eating much in the evening until he has accustomed himself in some degree to the effects of the altura.

Greatly improved connections have been made with the railway systems of the United States, and still further accelerations have recently been made reducing the journey time from New York and other North American Cities to Mexico City by 12 hours. The following journeys can be made comfortably in through air conditioned Pullman sleeping cars:—

To Mexico City from St. Louis via Missouri Pacific Lines; San Antonio, Texas

via the I.G.N., etc.

To Mexico City from Los Angeles via El Paso and National Railways of Mexico.

To Mexico City from Los Angeles per Southern Pacific Lines via Nogales,
Mazatlan, Guadalajara; thence via National Railways of Mexico through Irapuato,
Queretaro to Mexico City.

A through connection operates daily, with Pullman sleeping car twice weekly, from Mexico City to the Guatemalan frontier at Suchiate via Vera Cruz, Santa

Lucrecia on the Tehuantepec Railway, and Tapachula. The river is bridged at Suchiate and connection made with the Guatemala Railways. To Mexico City from Houston Texas via Laredo and Monterrey.

From the various U.S. gateways side trip tickets are in operation at specially reduced rates, permitting a visit to Mexico City, and return by another one of the

Special reduced Summer Season and Short Limit Excursion Fares are in force from principal cities of Canada, U.S.A., and Mexico City, showing very large savings over the ordinary fares.

First-class fares are approximately five centavos per kilometre (it is, of course, out of the question to travel other than first-class) and Pullman berths one and a half centavos per kilometre. The usual luggage allowance is fifty kilogrammes per first-class ticket and excess baggage is charged at approximately two and a half centavos per 100 kilogrammes per kilometre. Registration of baggage is undertaken by the principal hotels or the various forwarding agencies. Pullman cars owned by the Pullman Car Company and serving all meals are operated on most of the important trains. Stops are also made at various points where there are station restaurants.

Guidance for Travellers.—Only the best hotels should be used. Hotel prices are now controlled and are very reasonable. About 100 pesos a day should cover hotel, board and service in Mexico City.

Tap water should not be drunk; bottled water is reliable. Raw salads and vegetables may be dangerous. Vaccination against

typhoid and para-typhoid is strongly recommended.

The beer is excellent. Wine is expensive and not a popular drink. A light breakfast, a heavy lunch about 1.30, and supper are the usual meals. English is spoken at the good hotels. Tipping is at the usual rate of 10 per cent. It is not necessary to tip the drivers of hired cars. Porters usually have a fixed tariff.

At Vera Cruz, Tampico, or Manzanillo very light clothing is desirable, but elsewhere ordinary warm clothing with a light overcoat for the evening is advised. An umbrella and raincoat are use-

ful for the summer, or rainy season.

Almost any season is suitable for a visit, although the dry season is more convenient. From January to May is recommended for purely business visits.

Cost of Living: -- Mexico is a comparatively cheap country to live in, and there is no housing problem. The cost of living index

(1939=100) was 452.8 for September, 1953.

Mexico is represented in London by an Embassy (at 48 Belgrave Square, S.W.I.), and a Consul-General (at 8, Halkin Street, S.W.I.). There are Mexican Consular Offices in Glasgow, Birmingham, Cardiff, Hull, Liverpool and Newcastle. The Ambassador is Dr. Francisco A. de Icaza.

Great Britain is represented by an Embassy and Consulate at Mexico City, a Consul at Tampico, and Vice-Consuls at Chihuahua, Coatzacoalcos (Puerto Mexico), Guadalajara, Guaymas, Mazatlan, Merida, Monterrey, Pachuca, Puebla, Tapachula, Torreon, and Vera Cruz. The Ambassador is Mr. W. J. Sullivan, C.M.G., C.B.E.

The United States are represented by an Embassy and Consulate at Mexico, Consuls at Agua Prieta, Chihuahua, Ciudad Juarez, Durango, Ensenada, Guadalajara, Matamoros, Mazatlán, Mexicali, Monterrey, Nogales, Nuevo Laredo, Piedras Negras, Saltillo, San Luis Potosí, Torreon, Vera Cruz, Coatzacoalcos; and a Vice-Consul at Guaymas.

NICARAGUA

Routes:—There are good steamship services from the United Kingdom to Cristobal (14 to 16 days), including that of the P.S.N.C. and the Royal Mail Lines. The port of Corinto is the principal entry in Nicaragua on the Pacific Coast. It is served by Grace Line vessels from Cristobal, also from San Francisco and Los Angeles. United Fruit Line vessels also serve this route.

On the East Coast the Standard Fruit and Steamship Company maintains a weekly standard service. Coherges (Nicaragua) and La Ceiba

steamship service from New Orleans to Puerto Cabezas (Nicaragua), and La Ceiba (Honduras). The United Fruit Company has a steamship service between Bluefields

and New Orleans to keep their depots supplied.

Air Services:—Managua is on the north-south international routes of Pan-American Airways and of TACA. The latter has services to all the Capitals of Central America.
"LA NICA," a subsidiary of P.A.A., flies from Managua to Bluefields, Puerto

Cabezas, Bonanza and Siuna daily.

Twice a week K.L.M. flies the route Curacao-Aruba-Maracaibo-Barranquilla-Panamá-San José-Managua-San Salvador.

Bluefields, 1,200 nautical miles south of New Orleans, takes its name from the Dutch pirate Blewfeldt. It stands behind the Bluff, near the mouth of the Bluefields River. It is the chief port on the Atlantic side, and the centre of the coasting traffic upon that coast. Managua is reached by river boat to Rama, thence by road, 198 miles. The population is 7,463. Bananas and cabinet woods are the principal exports. There are regular services of small steamers to Tampa (Florida).

Hotel: -St. James.

Cables :- Tropical Radio, Calle de Comercio.

Corinto, the principal Pacific port and terminal of the Pacific Railroad, is the gateway to Managua (87 miles) and the most fertile and healthy part of the country. About 60 per cent. of the foreign commerce passes through Corinto, notably coffee, sugar, hides and wood as exports. Population, 5,066. The town itself is on a sandy island connected to the mainland by a bridge.

Hotel: - Grace Line Hostel.

Corinto Steamers: -To San Francisco and Puget Sound by Grace Line with

Rail :- To Granada, by Pacific Railways of Nicaragua, twice daily; to Léon,

twice daily; to Managua, twice daily. Meals not served.

Managua, the capital, with an urban population of approximately 109,352, stands on the southern shore of Lake Managua, 87 miles from Corinto and 52 from León. The principal products are coffee, cattle and dye woods. On 31st March, 1931, the city was almost totally destroyed by earthquake, but has since been largely rebuilt. It is the largest distributing centre in the country and the headquarters of the leading wholesale importers.

A fine drive, skirting the shores of Lake Managua, gives views of rare beauty. Across the water is the marine cone of the extinct volcano, Momotombo, flanked by the heights of Mount Masaya. Momotombito, another extinct volcano, rises from

the centre of the lake.

Buses, 25 centavos per passenger per trip in the city; taxi time rates: 1 and C\$2 a ride.

Hotels :- Lido Palace; Gran Hotel; Hotel Roosevelt. Clubs: - Nejapa Country Club; Managua; Terraza; Victory; International.

Cables :- All America Cables & Radio, Inc., Avenida Central, Norte. Tropical Radio Telegraph Co., Avenida Central and I A Calle Sur. Radio Nacional.

Bank of London and South America; Caley, Dagnall & Co., J. R. E. Tefel & Co. Banco Nacional de Nicaragua.

Rail:—Pacific Railway (connecting Managua with Corinto, Chinandega, León, Granada, Masaya, Masatepe, San Marcos, Diriamba, Jinotepe). Extension lines from León to Rio Grande and from Rivas to San Juan del Sur.

Roads:—A motor-road, with beautiful scenery en route connects Managua with the "Sierras," an important coffee district, Granada, and several small towns. Another road runs north to Matagalpa. There are roads north to Sebaco (65 miles), south to Diriamba (29 miles, population, 10,000, Majestic Hotel), and a highway to Rama (near Bluefields) is open in the dry season. There is a 'bus service along the Pan-American Highway to San Salvador, and thence to Tapachula (Mexico).

Puerto Cabezas (Bragman's Bluff), on the Atlantic Coast, north of the Rio Grande, is the seat of an important American lumbering enterprise. There are facilities for shipping timber at the docks. The population is 3,571. Steamers of the Standard Fruit Company call weekly. There is no hotel, but visitors can put up at the Standard Fruit Company's guest house.

Chinandega is reached from Corinto (13 miles) or Managua (74 miles), 4 hours by the Pacific Railway. This is the banana growing area, and contains the San Antonio, the largest sugar mill in Central America. Road open to Choluteca (Honduras), and San Miguel (El Salvador). Another is being built to Granada. Railway to Puerto Morazan (hotel), on the Gulf of Fonseca, from which there are boat services across the gulf to La Union (Salvador). Population, 13,146. Hotel :- Chinandega.

Granada, on Lake Nicaragua, is the terminus of a railway from Corinto. Population, 21,743. It is 36 miles from Managua by rail and 118 from Corinto. It is the third city of the Republic. chief products are sugar, coffee, cacao, alcohol, hides, cotton, indigo. Roads are open to San Juan del Sur, to Nandaime, and Tipitapa, and there are steamer services to the lake towns. Lake Nicaragua has more than a thousand islands, and two volcanoes, Ometepe and Madera. Granada was burnt by the Filibusters, but still has many beautiful buildings, and has faithfully preserved its Castilian traditions. It was founded in 1524. There is a road, 56 miles, to the capital.

Hotel:—Alhambra.
Rail:—To Managua, 1st Class single, C\$2.35 to C\$3.10, according to day. Roads:—The Granada-Chinandega road is open to Managua and Leon.

Greytown (San Juan del Norte), a port at the mouth of the San Juan River, is on the Caribbean Sea. The port was closed to foreign trade many years ago. The only shipping at present are the small motor launches plying irregularly between Granada and Bluefields. Population, 307.

Jinotega, with a population of 4,687 is 136 miles north-east from Managua and 14 miles from Matagalpa. There is an all-season bus service between Managua and Iinotega.

León, the former capital, has a population of 31,008. It is one of the Republic's most important cities, standing in a rich agricultural and cattle raising district 35 miles from Corinto and 52 from Managua by rail (2½ hours). There is a fine cathedral. A motor road has been built to Poneloya (19 miles), a summer resort on the seashore, and another is open to Managua and Granada. A railway

has been built to Rio Grande (54 miles). The City was founded in 1524.

Hotel :- Metropolitana.

Masaya, with a population of 16,765, about 27 miles south-east from Managua, and served by rail from Corinto (106 miles), is a centre for a rich agricultural district growing tobacco, corn, rice, sugar, coffee, and vegetables. The Santiago volcano is near the town. The city is connected by rail and road with Managua, Granada, and several smaller towns.

Hotel :- Esfinge.

Matagalpa, 120 miles north-east of León in a mountainous, well-watered district, enjoys a bracing climate. Foreign planters have developed a large industry in coffee of the highest grade, and there are extensive forests and cattle ranges in the vicinity. The journey from Managua over 81 miles of excellent road takes three hours by motor-bus (5 times daily). Mule transport is available from León (2½ days). Altitude, 2,000 ft. Population, 10,362.

Hotel :- Bermudez.

San Juan del Sur, a Pacific port 21 miles from Rivas, 58 miles from Granada. The wet season is from May to October, and the dry season from November to April. The principal products are wood, cacao, coffee, sugar and balsam. It is reached from Granada by Lake steamer to San Jorge, thence by the new railway to Rivas; or by an all-weather road direct from Managua to Rivas. The railway continues from Rivas to San Juan, and a road is now being built. There is an important cable office. Boats of the Grace Line and Independence Line call intermittently. Population, 1,019.

All America Cables & Radio, Inc.—Calle Trapitos.

PHYSICAL FEATURES.

Nicaragua, the largest of the Central American Republics, is bounded on the north by Honduras, on the east by the Caribbean Sea, on the south by Costa Rica, and on the west by the Pacific Ocean. Its superficial area is about 57,145 square miles. The longer coast line, 300 miles, fronts the Atlantic; the Pacific coast-line is 100 miles shorter. Because Nicaragua is traversed by two mountain ranges, it has a great diversity of climate and products. The plateau and the uplands are healthy and fertile, and the extensive coastal lowlands tropical. Several of the mountain peaks are extinct volcanoes. An active double volcano forms an island, Ometepe, in

Lake Nicaragua.

There are two fine lakes. Lake Nicaragua, the larger, is about 92 miles long and 34 wide, and navigable throughout; Lake Managua, connected with it by the River Tipitapa, is 32 miles long and from 10 to 16 miles in width. The largest rivers are the San Juan (connecting Lake Nicaragua with the Atlantic), on which motor launch and steamship services ply between Greytown and Granada; and the Bluefields River, navigable for 65 miles or more from Bluefields to the city of Rama, and also the Rio Grande. The Coco or Segovia River in its first 50 miles is known by an extraordinary number of names, first as the Somoro River, and then as the Cabrugal or Cadrullal, Coco or Cocos, Yoro or Yare, Portillo, Liso, Tabacac, Encuentro, Pantasma, Segovia, Gracias or Cape River, Hervias

River, and at its mouth the Wanks or Yankes River.

The western half of Nicaragua contains nine-tenth of the population, chiefly of mixed Spanish and Indian blood, with some Nicaraguans of pure Spanish descent. The eastern half, containing the banana plantations, has a number of Negroes from the West Indies, also natives of mixed Negro and Indian blood. The total population at the census of 1950 was 1,053,189, about 63 per cent. of it illiterate. About 40 per cent. is urban and 60 per cent. rural. In 1949 the general mortality rate was 10.14 per 1,000, the infant mortality rate 123.32 per 1,000, and the birth rate 35.69 per 1,000.

Rain is very frequent during most of the year in the eastern part of the country. In the western half there are wet and dry seasons, from May to November, and December to April respectively. The prevailing winds are from the north-east, laden with moisture from the Atlantic.

ADMINISTRATION.

The republic is divided into 16 "departments" and 2 "Comarcas," each of which is under a Political head, who has supervision of finance, instruction and other matters.

The judicial power is vested in a Supreme Court of Justice at Managua, 5 Chambers of Second instance (León, Masaya, Granada, Matagalpa, and Bluefields), and 153 judges of inferior tribunals.

The National Defence is under the supervision of the National Guard, represented in each locality by the respective Military Commandant.

Roman Catholicism is the prevailing religion. There is an archbishop, with his seat at Managua, and bishoprics at Matagalpa, León, Granada, and Bluefields.

GOVERNMENT.

The constitution of November 6, 1950, provides for a Congress of two houses, consisting of 42 deputies, elected every six years by popular vote, and 16 senators elected for six years. The executive power is vested in a President, appointed for six years. Earlier Constitutions were promulgated in March 1905, March 1912, and March 1939.

PRESIDENT.

General Anastasio Somoza.

MINISTRY.
.. Dr. Modesto Salmerón.
.. Dr. Oscar Sevilla Sacasa. Government Foreign Affairs There are eight other ministries.

NATURAL RESOURCES.

Apart from gold, Nicaraguan products are mainly agricultural, with coffee as the chief interest in the western and lumber in the eastern parts of the country. Next rank sesame seed, maize, rice, sugar, hides, silver and cotton. Other products include beans, cacao, coconuts, grain, wild rubber, dyewoods, tobacco and lard Coffee, gold, and cotton account for 72 per cent. of the exports.

Cattle raising for supply on foot to neighbouring republics, South American countries and Cuba, is a thriving industry on the plains of Chontales, north of Lake Nicaragua. In 1945 it was estimated that there were 803,000 cattle, and 15,124 sheep. In 1952, 20,289 head, value U.S.\$1,303,552, were exported. Eighty per cent. of the hides are used locally, and the rest exported (100,895 kilos in 1952).

Mining is hampered by defects of transport, which confine production of gold and silver to the richest and most favourably situated There are two important Gold mines in the Atlantic coast region and several in the Pacific coast region. Gold-bearing gravels are worked on the Coco River and its tributaries. It is shipped by air from Managua. Export of gold, 1951-7,820 kilos, value U.S.\$8,739,586; 1952-7,920 kilos, value U.S.\$8,902,747, or 17.3 per cent. of all exports.

Export of silver was 6,450 kilos, value U.S.\$170,544 in 1951, and

8,123 kilos, value U.S.\$212,673 in 1952.

Coffee:—About 75 per cent. of the crop is grown in the Sierra and Carazo region, south of Managua. Superior-quality coffee (about 20 per cent. of the total crop) is grown in the Matagalpa-Jinotega-Nueva Segovia region, lying north of Managua between the Honduran border and Lake Managua. Small amounts of coffee are grown on the hillsides and slopes in the Departments of Esteli, Chontales, Rivas, and Chinandega. The coffee is of the mild or Arabian type. Labour is somewhat scarce, and planters recruit helpers from the town for the picking season. Coffee in 1952 was 42 per cent. of total exports. The 1951-52 crop was about 357,000 bags (of 60 kilos). Exports, 1951-267,829 bags, value U.S. \$18,449,845; 1952-315,000 bags, value U.S.\$21,661,063. The U.S.A. take 94.5 per cent. of the exports.

Bananas were once as important economically for the Atlantic coast as coffee still is for the interior. In 1929, over 4,000,000 bunches were exported, but the sigatoka sickness had wiped out all exports by 1943. There was a slight recovery to 492,763 bunches in 1952. Now the Atlantic coast has been practically wiped out as a producing area, an attempt is being made to

transfer the industry to the Pacific coast.

Sugar is grown principally in the western area. Chinandega is the main centre of the industry. Production was 640,000 quintals in 1951, a little over home consumption. Exports, 1951-8,346 m. tons, valued at U.S.\$1,411,360; 1952-7,657 m. tons, value U.S.

\$928,675.

The Departments of Chinandega and León are very well suited to The crop was about 280,000 quintals of raw cotton in 1952-53. There are 2 cotton mills, which consume nearly all the cotton produced. Export of lint, 1951-4,358 m. tons, value, U.S.\$5,457,405; 1952—9,530 m. tons, value U.S.\$6,838,020. Cotton, the second largest export, was 13 per cent. of the total exports by value in 1952.

Cacao is now increasingly planted on banana plantations suffering from "sigatoka" disease. It is first-rate in quality. Production is about 170,000 bags of 69 kilos. Export, 1952-146 m. tons.

About 1,000 acres yields 741,000 kilos of Chilcagre type Tobacco. Virginia type totalled 135,000 kilos in 1947-1948.

An attempt is now being made to cultivate **Sesame** on a commercial scale. The 1949-50 crop was 184,769 quintals. Export: 1952—17,123 m. tons, value U.S.\$4,060,648, or 8 per cent. of all export. The crop of castor beans is about 100,000 kilogrammes. 2,200,000 bushels of maize are grown. Export: 1952—9,997 m. tons. The rice crop is 130,000 quintals from 22,000 manzanas. Export: 1951—8,347 m. tons, value U.S.\$1,484,021; 1952—5,029 m. tons, value U.S.\$880,378.

Processed oil is now exported. There are small exports of balsam

of Peru, and of ipecacuana (18,203 kilos in 1952).

Mahogany is by far the most considerable of the forest products. Small quantities of cedar and pine are available on the east coast and unexploited pine woods extend along the northern frontier. Export, 1951—33,837,203 cubic inches, value U.S.\$1,987,974; 1952—38,207 m. tons, value U.S.\$2,789,810, or 5.43 per cent. of total exports.

Export of Nispero rubber, 1952—84.5 m. tons.

INDUSTRY.

There are various concerns, mostly on a small scale, for the manufacture of boots, shoes, straw hats, leather goods, candles, soap, beer, liquors, matches, cigars, cigarettes, furniture, biscuits, sweets, etc. Apart from the 300 shoe establishments there were, in 1949, 301 establishments employing 7,571 persons. The greatest employment is in sugar refining. There are two cotton mills producing 4,774,650 yards of cotton fabrics, and one rayon weaving factory with an annual production of 176,992 yards of piece goods. The only cement plant produces 395,039 bags (of 94 lb. each). Some is exported.

In 1950, 25.5 million k.w.h. of electricity were produced by 32 plants for public utilities, and a semi-estimated amount of 46 million k.w.h. were supplied by 8 plants privately owned by industrial and mining companies for their own use.

FOREIGN TRADE.

The United States furnished 71 per cent. of the imports and took 52 per cent. of Nicaraguan exports in 1952. Great Britain took 13 per cent. of the exports.

			Imports. U.S. dollars.	Exports. U.S. dollars.
1948	414	 	\$24,133,703	\$26,682,607
1950		 	\$24,701,663	\$34,642,353
1951		 	\$29,967,676	\$46,184,671
1952		 	\$39,709,628	\$51,332,775

Public Debt:—At December 31, 1952, the total public debt stood at U.S.\$2,259,829 and £254,500. The estimated floating debt, etc., amounted to C.\$29,719,363.

Transport:—The chief railway is the National or Pacific Railroad with about 238 miles in the extreme west of the Republic, connecting

Corinto, Chinandega, León, Managua, Masaya, and Granada, with a branch from Masaya to Diriamba and Jinotepe. A steamer working in conjunction with the railway plies from Granada, visiting

the small towns upon Lake Nicaragua.

Railway:—The Ferrocarril del Pacifico de Nacaragua is the only railroad operating in Nicaragua; it connects the cities of Managua, Granada, León, Chinandega, and Corinto. The line also has spurs running to Rio Grande and to Diriamba, and a separate short line running between San Jorge on the western shore of Lake Nicaragua and the Pacific coast port of San Juan del Sur. The length of track is 431 kilometres.

Railway travel cannot be compared for comfort or speed with conditions in the United Kingdom. The line is single-track, the gauge is 42 inches and the noise and dust are, at times, overpowering. Stoppages of fifteen to twenty minutes at the principal stations are arranged to allow passengers to buy food from itinerant vendors; there is no late night travel and there are no restaurant cars. Fares

are reasonable.

Roads:—These, for the most part, are mere tracks. Lack of an adequate network has effectively prevented the exploitation and settlement of large areas of valuable agricultural and forest land. The only important all-weather road is the Inter-American Highway, which runs for 386 kilometres from the Costa Rican frontier, through Managua, and north to the frontier with Honduras. A concrete highway, 32 kiloms. long, from Las Conchitas (26 kiloms. south of Managua on the above highway) is open to Masachapa, on the Pacific. A branch road of the Inter-American Highway is being built from San Benito on the Inter-American Highway to Rama, some 60 miles from Bluefields, on the Atlantic. Another project is the Granada-Managua-Leon-Chinandega road, to connect ultimately with the port of Corinto.

CURRENCY AND MEASURES.

The unit of the **currency** is the córdoba, divided into 100 centavos. Fractional coins are the 5, 10, 25, and 50 centavo pieces in cupronickel, and copper coins of one cent. There are notes for 500, 100, 50, 20, 10, 5, 2, and 1 córdobas. Currency and import restrictions are stringent. For purposes of imports, the rate of exchange is 7, 8, or 10 córdobas to the U.S. dollar, according to the nature of the commodity. The Bank's buying rate for U.S. dollars is C6.60 = U.S.\$1.00.

The metric system is official; but in domestic trade local terms are in use; for example, the medio, which equals a peck, and the fanega of 24 medios. These are not used in foreign trade. The principal local weight is the arroba = 25 lb. and the quintal of 101.417 English lb.

POSTS AND TELEGRAPHS.

Mails from the United Kingdom to Nicaragua are sent via Panamá, and take 3 to 5 weeks. There are delays in transmission between the western ports and the interior due to the poor communications. Postage 4d. for the first ounce; 2½d. for each ounce after. Air-

mail from London, see page 28.

Telegraph and telephone lines are owned by the Government. All America Cables & Radio, Inc., have stations at Managua and San Juan del Sur, ordinary rate to U.K., U.S. 47 cents; code, U.S. 47 cents. A telegraphic letter of 22 words, U.S. \$5.17. No deferred rates to U.K. The Tropical Radio Telegraph Company has stations at Managua, and on East Coast at Bluefields for domestic and international radio-telephone service. There are wireless transmitting stations at Managua, Bluefields, and Cape Gracias, and private stations at Bragman's Bluff, El Gallo, and Rio Grande.

Telephone calls can be made between the United Kingdom and Nicaragua from 2 p.m. to 7 p.m. on weekdays and from 2 p.m. to 5 p.m. on Sundays. The minimum fee for a 3-minute call is £3 15s.

on weekdays and £3 on Sundays.

PUBLIC HOLIDAYS.

January I.
March or April: Holy Week.
April 14: Pan American Day.
May I: Labour Day.
May 27: Army Day.
June 14: Flag Day.
June 30.
July 4: U.S.A. Independence.
July 11: Heroes of 1893.
July 14: Fall of the Bastille.
August I (from noon).

August 10.
August 14: Victory Day.
September 14: Battle of San Jacinto.
September 15: Independence Day.
October 12: Discovery of America.
November 1: All Saints' Day.
December 8: Immaculate Conception.
December 24 (from noon).
December 25: Christmas Day.
The last working day.

Press:—Managua: "La Nueva Prensa," "La Prensa," "La Noticia," "Novedadas," "Flecha," "Estrella de Nicaragua," "La Tribuna." Granada: "El Correo," "Diario Nicaraguense." León: "El Centroamericano," "El Eco Nacional." "La Gaceta" is the official gazette.

Hints for Travellers.

Visaed passports are necessary and a valid certificate of vaccination. Tipping is practised on a large scale. Wine is expensive. Hotels up and down the country leave much to be desired. Clothing should be of the lightest possible—linen or light-weight suiting. These are suitable all the year round, except at the higher altitudes. The temperature is tropical, seldom falling below 75 degrees F. at Managua, and reaching 100 degrees in March to May, the hottest months. The dry season runs from December to May and the wet season covers the remaining months. The wettest are usually June and October. The Lido Palace and the Gran at Managua, and The Majestic at Diriamba (45 minutes by car from Managua), are the only up-to-date hotels in the country. A table d'hote dinner costs C\$8.00 without wine.

Visitors may have to pay a tourist tax equal to U.S.\$1.00 both on

entering and leaving the country.

Climatically, the best time to visit the Pacific Slope—and this is where the business lies—is in December or January, at the beginning of the dry season. But commercially, June and July, when the rains have started, are the best months, for this gives time for orders to arrive after the coffee crop has been sold in December.

Cost of Living.

The cost of living is rising rapidly. It is estimated that living costs in Managua have risen more rapidly since the war than in the United States. House rents are reported five times the 1941 level. The index for the cost of food for a working class family (Jan. 1939= 100), stood at 511.7 in Feb., 1951.

Guidance for Commercial Travellers.

Passports duly visé by the Nicaraguan Consulate and a certificate of vaccination issued during the last three years are obligatory. Commercial travellers are required to present documents from their firms accrediting them as such.

The separate municipalities have the right to impose taxes upon all persons visiting the towns for business purposes, irrespective of the position they hold in their firm. They vary, and are C\$100 at

Managua for each visit made.

Much detailed commercial information about Nicaragua is given in "Hints to Business Men visiting the Central American Republics," free on application to the Commercial Relations and Exports Dept., Board of Trade, Thames House North, Millbank, S.W.I.

A NICARAGUAN CALENDAR.

I 522. Gil Gonzalez de Avil landed.

1524. Granada founded.

1687. British Protectorate of Mosquito Coast asserted.

1786.

British evacuated Mosquito Coast.
Nicaragua declares itself independent of Spain.
First survey for a Nicaraguan Canal.
Separate Republic proclaimed. 1821. 1826.

1838. 1848.

British occupy Greytown.
William Walker, "Fillibuster," arrives.
Walker shot. Nicaragua assumes control of Mosquito Coast. 1855. 1860.

War between Nicaragua, Salvador, and Costa Rica against Guatemala and 1863. Honduras.

1885. A defensive alliance made between Nicaragua, Salvador, and Costa Rica against Guatemala.

1886. Peace signed with Guatemala. Nicaragua Canal Bill passed. War with Honduras. 1889.

1894.

British Vice-Consul at Bluefields, Hatch, and other British subjects expelled 1895. for alleged conspiracy. British squadron occupies Corinto until indemnity paid.

War with Honduras. Zelaya declares himself Dictator. Joins the "Greater 1897. Republic" of Central America.

Boundary dispute with Costa Rica settled by arbitration. 1898.

190I. 1905.

1907. 1909.

Hay-Pauncefote Canal Treaty signed.

Lay-Pauncefote Canal Treaty signed.

Constitution promulgated. Commercial treaty with Great Britain.

War with Honduras and Salvador. Peace signed.

Rising against Zelaya. President Madriz succeeds Zelaya.

United States Treaty to acquire rights on the Nicaraguan Canal Route.

Civil War. Stimson arrangement for a constabulary under U.S. officers.

Engagements between U.S. Marines and General Sandino's insurgents. 1916. 1927. 1928.

Managua destroyed by earthquake. U.S. Marines leave Nicaragua. 1931.

1932. Declares war on the Axis.

1941. Nicaragua is represented in Britain by a Legation in London at 18 Mount Street, W.1. The Minister is Dr. Ruben Dario.
The Consulate in London is at 15 Union Court, E.C.2. There is a Secretary-in-Charge for Liverpool and Manchester jointly.

Great Britain is represented in Nicaragua by an Embassy and Consulate at Managua. The Ambassador is Mr. Hubert Evans.

The United States are represented by an Embassy and Consulate at Managua

and a Vice-Consul at Puerto Cabezas.

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PANAMÁ

Routes:-From Panamá there are frequent direct steamship services with the principal European and North American ports, and with the West Coast of South America. There are also services to the Far East, New Zealand, Australia, and East Coast of South America. In addition air services connect the Isthmus with East Coast of South America. In addition air services connect the Isthmus with all the main points of South and Central America, the U.S.A., and Europe. Direct steamship services with the U.K. are provided by the Pacific Steam Navigation Co.; Royal Mail Lines, Ltd.; Holland America Line; Port Line, Ltd., Furness (Pacific) Ltd., the New Zealand Shipping Company and Shaw, Savill & Albion. New York and the East Coast U.S.A. are served by the Grace Line, United Fruit Company, and Panamá Railroad Steamship Line; Gulf ports are served by Lykes Line, and United Fruit Company; the West Coast U.S.A. and Canada are served by a number of the European as well as American Lines. Freighters carrying a limited number of passengers negate in all trades. carrying a limited number of passengers operate in all trades.

Both from Cristóbal and Balboa there are regular services (cargo only) to the

Pacific ports of Central America, notably to :-

Puntarenas (COSTA RICA) San Juan del Sur (NICARAGUA) Amapala (HONDURAS) La Unión (SALVADOR).

La Libertad (SALVADOR) San José (GUATEMALA) Champerico Mazatlan (MEXÍCO)

There are regular sailings to the Caribbean ports of Colombia, Venezuela and the West Indies, also to Colombia (Pacific), Ecuador, Peru and Chile; and sailings at irregular intervals to the minor Peruvian and Chilean ports.

Air Services:—International airlines connecting Panama with republics to north and south are: Pan American Airways, TACA, Braniff International Airways, and the Uraba-Medellin Central Airways (UMCA), which flies between Balboa and Medellin (Colombia). K.L.M. call at the national airport at Tocumen on their

Curação-Aruba-Barranquilla-San José-Managua-San Salvador route.

Local services to most parts of Panamá are flown by the Cia. Panamena de Aviación (COPA). The Transportes Aereos Interiorana, S.A. (TAISA) flies between Paitilla airport, Panamá City and the Comarca de San Blas.

Ocean steamers make the transit of the Canal in seven or eight hours and their decks are the best places from which to see the Canal works and surroundings. The Isthmus is crossed in an hour

and-a-half by train or car.

One of the numerous meeting-places between the new American and the old Spanish cultures, it has the conveniences of the one with the picturesque interest of the other. A resting place for travellers to and from all parts of the world, it has hotels designed to increase the attractions of a tropical country. The climate, the tropical foliage, the splendour of the sunsets, and the profundity of the starry skies make up a large part of the attractions of Panamá for the visitor.

Cristóbal, in the Canal Zone, is twin city to Colón; its piers are the normal point at which steamer passengers arriving from the Atlantic break their journey, to join the on-carrying ship at either end of the Canal. Conveyances are always waiting at the Docks for the use of passengers who want to visit Colón and other points. P.S.N.C. vessels call on homeward and outward voyages.

Air Services: - From the Isthmus of Panamá, planes radiate daily to Central, South, and North America, with a minimum of 5 planes daily to U.S.A. (Miami, New Orleans, Brownsville, etc.). Daily flights to Cuba, Jamaica, and other Caribbean and West Indian destinations. Also to east and west coasts of South

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MADEIRA AND CHINESE LINENS
NYLON AND SILK LINGERIE

The French Bazaar

Juan Palomeras

COLON

PANAMÁ.

America (Colombia, Ecuador, Peru, Chile, etc.), and to Europe. See Air Section, Cables:—All America Cables & Radio, Inc., Roosevelt Avenue. Tropical Radio, Roosevelt Avenue.

Banks: - Chase National Bank of the City of New York and the National City

Bank of New York.

Colón, the capital of its province, a modern city, at the Atlantic entrance to the Canal, is the terminus of the railroad, and is 49.4 miles north-west of Panamá City. The town was originally called Aspinwall, after one of the founders of the Panamá Railroad. The present name commemorates Columbus. It stands on what was formerly Manzanillo Island, now connected with the mainland. Once a hotbed of yellow fever, the campaign against the mosquito has improved the town out of all recognition. The town is outside the Canal Zone, and is gay with night cabarets. Population, 52,035. The town's area has been increased a third by filling in some of the Folks River area. There is now a Free Zone at Colón.

The Boyd-Roosevelt (Trans-Isthmian) Highway connects Colón with Panamá City. It is 47 miles long.

Objects of local and other handicraft can be bought in the thoroughfare known as Front Street leading from Cristóbal. Points of interest near at hand are the Gatun Locks, where ships in transit pass from sea-level to Gatun Lake; Mount Hope; various military posts, including Fort Davis; and the lawns and capital swimming pool in the grounds of the Hotel Washington. There is a beautiful Cathedral between Herréra and Amador Cuérrero Avenue.

The tourist should see the statue to the firemen of the city and the statue of Christopher Columbus, on the Paseo del Centenario. The latter has an interesting history. An Italian sculptor fashioned the statue of Columbus with his arm protectively around an Indian girl at the request of Empress Eugenia of France. The wife of Napoleon III, planned to give it to the city of Vera Cruz, but the Mexican revolution against Maximilian and for independence made her reconsider the gift. It was stored for a number of years until a Colombian Minister to England, Holland and Italy, on his way through Paris, persuaded the Empress to present the statue to Colombia. It was decided to erect the statue in Colón and, in 1870, the citizens of Colón and the rest of Panamá held a gala ceremony to celebrate the great honour bestowed upon them. However, the authorities forgot to set it up and it remained for a number of months in the freight house, until it was decided to unpack it and place it on a pedestal in the railroad yard during the celebration of the opening of the first submarine cable.

The statue continued its peregrinations when Count de Lesseps, president of the French Interoceanic Canal Co. took objection to its site in the railway yards and had it moved to the new residential section in Cristobal. It stayed alongside the Count's residence until 1916, under the jurisdiction of the North Americans, while the Panamanian authorities made repeated requests to have it returned to the

city of Colon.

Finally, after a long controversy between the two countries, the statue was placed on the border line between the Canal Zone and the City of Colon. It remained in front of the Hotel Washington until 1930, although the Panamanians were still not satisfied and, finally, the peripatetic monument was restored to Panamá and rests at its present site.

Hotels:—Washington, \$3.50 to \$12.50, without meals; lunch, \$0.85, dinner, \$1.50; Gran Hotel Imperial, \$2 to \$3.50, without meals; lunch and dinner from

81.50; Ghail Toler Imperial, 32 to \$3.50, while the heart and difficilities and the set of the set

Rotary Club; Lions Club.

The Panama Canal Tarpon Club (entrance \$15, annual subscription \$15) has

accommodation for anglers at the Gatun Spillway at a charge of \$5 per day. Live bait is provided, tackle is loaned. The sleeping cots are not furnished with bedding. The kitchen has facilities for cooking foods bought from the club attendant. The hut is a few yards only from the Spillway, a torrent teeming with large fish. Taxi Fares:—See under Panamá.

All America Cables and Radio, Inc.:—See Cristóbal.

TRIPS FROM COLÓN: -Portobelo, is 18 miles north-east of Colón, by road or by sea. Columbus used the harbour in 1502, and it was a Spanish garrison town for more than two centuries. Drake died and was buried at sea off the Bay of Portobelo, where stood Nombre de Dios, then the head of the Gold Road. Three large stone forts face the entrance to the harbour. There can be seen old Spanish Cannon, the old treasure house where gold from Peru brought from Panamá City over the Las Cruces trail was stored until the galleons for Spain arrived. There are the ruins of a cathedral and of various forts, a waterfall, and mountain views. In the Cathedral is a statue of The Black Christ. It was being shipped from Spain to the Viceroyalty of Peru, but the ship was wrecked in the bay and the statue salvaged by the natives.

The local rainfall averages 160.8 inches per annum. To-day the population is only 520. There are extensive banana plantations

Another interesting trip by boat from Colón, or by air from Panamá City, is to the San Blas Islands. There are 365 islands in the San Blas archipelago, ranging in size from small islands with a few coconut palms to those on which hundreds of Indians live. The inhabitants live much as their forefathers did centuries ago. The costumes of the women are similar to old Egyptian styles with gold nose-rings and earrings.

Ancón, overlooking Panamá City, has wide roads, and picturesque views of a palm-fringed shore. Here, among trees and flowers, is the renowned American Gorgas hospital.

Hotel:—Tivoli (overlooks Pacific, \$3 to \$10); owned by United States Government; fishing, bathing, tennis, golf, shooting; European plan. Only U.S. Government employees can now stay at the Tivoli.

Balboa, the Pacific entrance to the Canal, and named after the pioneer who first crossed the Isthmus, is a short bus ride from Panamá City. It is in the Canal Zone. The Canal Administration has its offices upon Balboa heights, overlooking the Pacific, and a visit is commonly paid by tourists. There is a ferry across the Pacific entrance (and also a bridge), connecting Balboa and Panamá City on the east bank of the Canal with the Thatcher Highway on the west bank. This road joins the national highway system at Arraijan. The trip to Pearl Islands (46 miles) is made by launch, and there is a launch service to Taboga Island (return fare, \$1.50). Taboga is reached in about an hour from Pier 18 twice daily from Balboa and three times on Saturdays and Sundays. There is excellent swimming and fishing. A hotel run by the National Tourist Commission serves meals and rents rooms reasonably.

Even the trip out to Taboga is interesting, passing the naval installations of the Pacific terminal of the Canal, the ferry connecting North and South America, tuna boats and shrimp fishers in for supplies, visiting yachts from all over the world at the Balboa Yacht Club, and the three-mile causeway connecting the mainland with three islands in the bay. Part of the route follows the channel of the Canal, with its

-PANAMÁ. 643

busy traffic of giant liners and slower freighters. Taboga itself, with a promontory rising to 1,600 feet, is carpeted with flowers at certain seasons, and looks like "a multi-coloured bouquet laid on a giant green leaf floating in a sea of tropic blue." There are no horses, no cows, no animals; and no cars in the meandering, helter-skelter

The first Spanish settlement was in 1515, two years after Balboa had discovered

The first Spanish settlement was in 1515, two years after Balooa had discovered the Pacific. It was from here that Pizarro set out for Peru in 1524. For two centuries it was a stronghold of the pirates who preyed on the traffic to Panamá. Because it has a deep-water, sheltered anchorage it was, during Colonial times, the terminal point for ships coming up the west coast of South America.

El Morro, which at low tide is joined to Taboga, but at high tide is an island, was once a headquarters of the Pacific Steam Navigation Company, which ran ships between Panamá and Peru and Chile. The Company bought the island. It became, in fort, a small British colony with its own homes, workshops, and dry docks. in fact, a small British colony with its own homes, workshops and dry docks.

All America Cables and Radio, Inc.:—Gavilan Road, East Balboa.

Shipping:—P.S.N.C. have frequent sailings homeward and outward; Balboa is also a port of call for several other European, U.S., and Far Eastern Lines. Air Sections :- See under Air Section.

Banks :- Chase National Bank of the City of New York; National City Bank of

Panamá City, capital of the Republic, with a population of 191,441, is near the Pacific entrance of the Canal, 49.4 miles from Colón. The town was built in the 17th century near the site of an earlier city. The ruins of old Panamá are a few minutes' motor drive by road. The town was captured, sacked, and destroyed by Morgan, the buccaneer. The climate is good during the dry season, January to April, but for the rest of the year has a high average rainfall; mean temperature for both sides of the Isthmus is 80° Fahr. The main products are pineapples, bananas, rice, maize, and oranges. There are breweries, mineral water works, shoe and furniture factories, potteries, and a new cement plant.

Panamá City is a curious blend of old Spain, American progress and the bazaar atmosphere of the East. It is a city of beautiful homes, squalid slums, modern buildings, tawdry honkey-tonks, priceless treasures, and a polyglot population unequalled in any other Latin-American city. For the sober minded, the palm-shaded beaches, the islands of the Bay, and the encircling hills constitute a large part of its charm. The cabarets and night life are an attraction

to those so inclined.

Most of the interesting sights in the city itself are easily reached by taxi, bus, or on foot. One of the most interesting is the old sea wall on Plaza Francaise and The Dungeons (Las Bóvedas). In this picturesque little Plaza, with its red ponciana trees, is a monument to the French pioneers in building the canal, and monuments to a former President, Pablo Arosemena and to Finlay, who discovered a cure for yellow fever. Facing the Plaza is the Palace of Justice, where the National Assembly and the Supreme Court meet; behind it runs part of the old sea wall built round the city to protect it from pirates. There are steps up this ancient wall; from the promenade there is a glorious view of the Bay of Panamá. The city's leading social centre, the Unión Club, is just beyond the end of the promenade.

Flush under the wall, at the side of the Palace of Justice, are the dungeons with thick adobe walls, arched ceilings and tiny barred windows looking on to the Bay. Behind the French monument, in a recess in the walls, is a series of large tablets recording, in Spanish, the early attempts to build the Canal. The French Legation faces the Plaza.

From here the sightseer can drive past the President's Palace, and past the National Theatre, one of the finest of its kind. Across the street from the Theatre is the Church of San Francisco; next to it is the La Salle College (interesting collection), where, during the first Bolivarian Congress of 1826, Simón Bolívar proposed a United States of South America.

A magnificent sight is the Golden Altar at the Church of San José. It was originally installed in a church at Old Panamá, and resourcefully painted black by a monk to camouflage it during Morgan's famous raid. Other outstanding churches include Santa Ana, on Plaza Santa Ana, made of stones brought from a church of the same name in Old Panamá—originally it stood outside the city walls; the Cathedral, with its twin towers and domes encased in mother-of-pearl—the Episcopal Palace, the Old Government Palace, and several public buildings face it; and the ruins of Santo Domingo; its arch, made entirely of bricks and mortar and with no internal supports, has stood for three centuries.

Other places not to be missed include the colourful market and, on near-by Avenida Norte, the wharves where coastal boats anchor and fishermen land their catches. The Panamá Post Office, on Plaza de Independencia, is the old Headquarters of the French during their attempt to build the Canal. There are two good museums: the National Museum, on the corner of Avenida Cuba and 30th Street, and the U.S. Government Canal Museum at Albrook Field.

A visit is usually paid to Old Panamá and its ruins. The way is along the Via España through residential districts and small communities. Old Panamá, founded in 1519 by Pedrarias the Cruel, was the point where gold from Peru was unloaded and kept in the King's Storehouse. There it was loaded on to mules and transported across the Isthmus to Nombre de Dios and Portobelo for shipment to Spain. In January, 1671, the pirate Morgan and his men looted and destroyed the city. Because it was a place difficult to defend, the City was refounded on its present site.

To-day the visitor can wander among the ruins of the Cathedral, its plaza with moss covered stone pillars and what remains of old government buildings. The King's Bridge, the starting point of the three trails across the Isthmus, still stands. Past the Plaza and near the sea is what remains of San José, where the golden altar was. At one side are the dungeons where, according to tradition, prisoners were drowned by the rising tide.

On the way back to Panamá the tourist can see the beautiful outlying residential districts, which include Bella Vista, La Cresta, and El Cangrejo. There is a glorious view of sea and bay from the summit at La Cresta. There is an excellent drive along the beach past the new United States Embassy, the Santo Tomás Hospital, and the monument to Balboa.

At the foot of Ancón Hill stands the Instituto Nacional and the University of Panamá.

There is a road to David (303 miles), and a 75 mile concrete road to Rio Hato. The Trans-Isthmian Highway is 47 miles long. There is a civilian airport at Tocumen, some 16 miles from Panamá City.

PANAMÁ.

Excursions: —By motor to Ancón, Balboa, Yacht Club, Miraflores and Pedro Miguel Locks or to Old Panamá via Bella Vista; to Madden Dam across the Miguel Locks or to Old Panama via Bella Vista; to Madden Dam across the Trail, a 2 hour drive through picturesque jungle; coastal boat to the San Blas Islands (2 days), or the Pearl Islands (46 miles) for fishing; to El Valle in the mountains, (Pan-American Hotel). Motor-car or "jitney" fares in the city zone are 30 cents for one passenger and 50 cents for two. The adventurous will board one of the numerous small buses nicknamed "Chivas" (goats). They charge only 5 cents for a 15 to 20 minute ride, but they go at a suicidal pace. The Tourist Bureau in the Chamber of Commerce Building facing the Exposition grounds on Avenida Cuha is extremely helpful. Cuba is extremely helpful.

Bathing: —Bella Vista Beach, Taboga Island; Santa Clara Casino; La Venta (Santa Clara Inn); Gorgona, Farfan, and San Francisco Beach.
Clubs: —Union (admittance by members' introduction only), Atlas, Balboa; Rotary; Lions Club; Miuras Club; Cámara International de Jóvenes, Panamá Chapter of the Junior Chamber International. Golf Club.

British Legation:—Exposition Grounds.

Banks:—The Chase National Bank of the City of New York; National City Bank

of New York; Banco Nacional de Panamá; Panamá Trust Co., Inc.

Cables:—All America Cables & Radio, Inc., Av. Central Tropical Radio, 59 Central Avenue.
Golf:—Panamá Golf Club; Amador Golf Club; Miraflores.

Fishing:—Mackerel, red snapper, and other fish in the bay.
Climate: The Isthmus is only 9° north of the equator, but prevailing winds

keep the temperature like late spring or early summer most of the time. The mean temperature in the City is 78.7° F., with a maximum temperature record of 97° and a minimum of 63°. The average rainfall in the area is 60.14 inches a year.

Hotels:—Colombia, \$4.00 to \$6.00; Colón, \$2.50 to \$3.50, including meals; Central, \$4.50-7, with meals; El Panamá (new) \$8.00 to \$11, without food; International Hotel (new), single, \$6 to \$8, double, \$8 to \$10, without meals; all rooms have shower or bath; Roosevelt (new); El Panamá Hotel (first-class).

Single rooms from \$8.00 up.

Eating: There are a number of excellent restaurants where anything can be ordered from American style cooking to Italian and French meals and native

Panamaninan dishes such as tamales, empanadas, carimañolas, bollos and sanclocho.

Entertainment:—Panamá City has three "Beer Gardens" where one can obtain, in addition to every kind of imported and local beverage, very good meals at reasonable prices. There is open air dancing every night to Latin American and North American music. These beer gardens are very popular among the Panamanians and foreign residents. There are several cinemas and the National Theatre. This State-owned Teatro Nacional is visited by artistes of international fame on their way through the canal, and there are regular concerts by the National Orchestra and Fire and Police bands. Horse races (pari-mutuel betting) are held each week-end at the Juan Franco track. A new race track is now being built. For those who like cock fights there is a gallera or cockpit in a building a few doors to the left of Central Avenue and Vía España and fights are usually in progress Saturdays, Sundays and holidays with admission free.

Rail:—Five trains daily to Colón. First class fare, single, \$1.25; return, \$2.00; baggage allowance, 150 lb. Second class single, 75 cents; return \$1.50.

Taxi Fares: - Town divided into Zones; fare for 1st zone, 30 cents, plus 10 cents for each extra passenger or package; 10 cents for each subsequent zone. Time schedule for stoppage, \$3.00 per hour, minimum charge of \$1.50.

Taboga Island, Panamá Bay, one hour from Balboa by launch, is an extinct volcano rising from the waters of Panamá Bay. architecture is interesting, and the island is a favoured summer resort. The climate is healthy, and the island pineapples and mangoes have a high reputation. The sea-bathing is good, and there is an interesting native village. There is a Tourist Camp.

Hotel :- El Balneario. Points of Interest :- Church (the second oldest in the Western Hemisphere), Morro Island, Fishing Village, Taboguilla Island, Old Spanish Cemetery.

Aguadulce, a seaport on the Pacific in the province of Coclé, is 27 miles from Penonomé and 120 miles from Panamá City. It is reached by steamer, or by motor road. The port facilities have been improved. Population, 4,395.

Almirante, on the south-western side of the Almirante Bay, a headquarters of the United Fruit Co., has a 1,000 ft. dock, a modern hospital, and a number of auxiliary enterprises, including a cold storage plant. A road, 40 miles, is being built to Boquete.

Bocas del Toro, capital of the province, stands on Colón or Drago Island in the Bocas del Toro Archipelago. It is reached from Colón (160 miles) by local steamer, or by a weekly motor launch, and is readily accessible from Port Limón, Costa Rica (60 miles by sea). The United Fruit Company's banana plantations are now producing abaca. A million dollar fibre plant has been opened at Changuinola, on the railway above Almirante. Other products: Coffee, cacao, coconuts, tobacco, and hides. Population, 1,970. Hotels:—Washington, Central.

David, capital of the province of Chiriqui, one of the largest and richest provinces, has 14,969 population. It lies on the David River, five miles from Pedregal, its port. It is 302 miles from Panamá, and is reached from that and other Pacific ports by steamer and road. The time of transit from Panamá varies according to the number of wayside calls, and at the best is 24 hours. A road runs to Santiago and Panamá City, and another to Boquete, in the Highlands. There is rail communication with San Andres, Concepcion, Pedregal, Dolega, Potrerillos, Boquete and Puerto Armuelles. Products: Coffee, cacao, sugarcane, maize, rice, bananas, vegetables and cattle. Local industries are tanning, soap making, and distilleries; there are two sawmills. Exports include hide, deer skins, rice, cattle and fresh vegetables from the Boquete region, and tortoiseshell. Road to El Volcan.

Hotels:—Nacional, Santiago, Lombardi, Castillo, Union, Pensión Brenes. Clubs:—Club David; Lions Club.

Pearl Islands, 80 miles south-east of Panamá City, a centre of the pearl fishery, are reached by launch, and much visited by sea-anglers. The Tourist Bureau at the Palacio Nacional organizes two or three-day excursions. Fish, including Spanish mackerel, red snapper, corbina, sailfish, and other species are plentiful. The native fishers live in bamboo buts.

Puerto Armuelles, is the Pacific terminus of the Chiriqui National Railway, and the port through which all the bananas grown in the area are exported. It is near the Costa Rican frontier. A wharf has been constructed there and vessels can anchor in deep water close to the shore. Puerto Armuelles and Bocas del Toro are as yet the only ports in the Republic proper at which ocean vessels habitually call. Population, 5,808.

Santiago, capital of Veraguas province, is 157 miles from Panamá City. It can be reached from Panamá by steamer via Puerto Mutis or Aguadulce, thence by motor over an excellent road, or all the way from Panamá by road (the best way). This road goes through David as far as El Volcán. Population, 5,663. Its normal school is one of the most progressive in the country.

PHYSICAL FEATURES.

The Republic is bounded on the north by the Caribbean Sea, on

PANAMÁ. 647

the east by Colombia, on the south by the Pacific Ocean, and on the west by Costa Rica. It contains the Panamá Canal Zone, a

strip of land 10 miles wide occupied by the United States.

The total area is 28,575 square miles, about one-fourth of which is inhabited. The length of coast-line is 477 miles on the Atlantic and 767 miles on the Pacific side, and the greatest width is 120 miles. The two mountain ranges traversing the whole country enclose a number of valleys and plains with excellent pasturage for cattle. There are extensive forests on the slopes of the mountains, and numerous banana plantations among the Atlantic and Pacific coasts. The coastal plains on both sides are intersected by many rivers.

The climate is tropical with a heavy rainfall especially on the Caribbean coast but there is less rain and a more agreeable climate on the Pacific slope. In the interior, at the higher altitudes, the temperature averages about 66° Fahr. On the coast the mean temperature is about 82° Fahr. January to April are the pleasantest months.

The dry season extends from middle December to mid May. The heaviest rains are at the beginning and end of the rainy season. On the Atlantic coast the average annual rainfall is about 129 in.;

on the Pacific, 69 in.; and in the interior, 93 in.

The population at the census of 1950 was 805,285. Over half are mestizos; the remainder are made up of Negroes, whites, Indians, and a sprinkling of other races. The birth-rate is 36.9 and the death-rate II.I per thousand. Within the Canal Zone in April, 1951, there were 41,086. Two-fifths of the population is concentrated at Panamá and Colón cities.

ADMINISTRATION.

The nine provinces, with their capitals, are Bocas del Toro (Bocas del Toro), Cocle (Penonomé), Colón (Colón), Chiriqui (David), Los Santos (Las Tablas), Herrera (Chitré), Panama (Panamá), Darien (La Palma), and Veraguas (Santiago). The Pacific island of Coiba, 30 miles from the mainland off Pedregal, Chiriqui, is reserved as a penal colony.

Constitution: —Panamá asserted its independence of Colombia on November 3, 1903. The Constitution, amended in 1918, 1928, and 1946, provides for a Chamber of Deputies of 51 members (one for every 15,000 inhabitants), elected for four years. Two alternates for each deputy are elected at the same time. The President is elected by direct vote for four years and is not eligible for the two succeeding terms. There is universal suffrage for those over 21.

The language of the country is Spanish; but English is understood by the majority of commercial men in Panamá and Colón.

> PRESIDENT. Col. José Antonio Remón Cantera.

MINISTRY. Government and Justice C. Arrocha Graell. .. José Ramón Guizado. Foreign Relations

There are six other ministries.

NATURAL RESOURCES.

The soil is fertile and the vegetation luxuriant, but a comparatively small part of the country has been brought under cultivation by forest-clearing. The cultivation of the land is still very primitive. Better class Panamanians have no great aptitude for the soil and prefer to gain their living in the towns. Sixty per cent. of gainfully occupied males work on agriculture. There are large areas, notably in Chiriqui and Darien provinces, suitable for cultivation. The Government encourages agriculture by distributing public land to settlers.

Bananas are produced mainly in the Pacific coastal areas, and are shipped most largely from Puerto Armuelles in Chiriqui Province. Bananas are also collected at Colón from estates near Lake Gatun, San Blas, and from Armila near the Colombian frontier. The Province of Darien also produces bananas.

Bananas account for about 50 per cent. of the total exports and are marketed almost solely in the United States. Exports: 1951—4,896,776 stems, value \$5,625,099; 1952—4,097,896 stems, value

\$4,776,110.

Cacao, the second most valuable export product of Panamá, is grown on a large scale by the United Fruit Company on derelict banana lands in the Almirante district. Production there is on the increase. It is also grown at Chiriqui. The beans are not processed, but mainly dried and shipped. Exports: 1950—1,901 m. tons, value \$1,269,266; 1952—3,149 m. tons, value \$2,060,000.

Coconuts are produced chiefly on the Atlantic seaboard and on the coral islands and coasts of the Gulf of San Blas. The nuts from this district are excellent. The trees come into full bearing in about eight years. Export, 1951—2,171,800 units, value \$107,511; 1952—1,368,113 units, value \$58,288.

The production of sugar is steadily increasing. The chief plantations are in the Provinces of Coclé, Chiriqui, Herrera and Los Santos, and the principal concerns are the Ofelina and the Santa Rosa at Aguadulce. Cane grows rapidly even in the absence of high cultivation. No duty is paid upon machinery and there are six sugar mills. The distillation of industrial alcohol is on a considerable scale, for there is an import duty to protect native production. Production is about 38,400 m. tons of sugar, some of it panela. This is enough for local needs, for part of the Canal Zone requirements, and for small exports.

A good grade of coffee grown in Chiriqui now supplies 75 per cent. of the local demand. Plantations on scientific lines are only found at present near Boquete, where conditions are excellent. Much is also hoped from the neighbouring Volcan regions, where 1,000,000 trees are now growing. A macadam road has been built through the district, to connect with the Chiriqui railway at Concepción, and in the dry season it is possible to reach the region by car from the capital, a distance of 317 miles. There are small plantations also at Veraguas. Production is 680 metric tons.

Rice grows in the coastal regions and upon the lower hills, and is the country's major crop. It was some 1,852,970 quintals in 1950, enough for local needs. The production of yucca and maize also meets local needs. Tobacco is grown, but not scientifically. Cotton has been grown on a small scale. The bean harvest is about 67,500 quintals; the potato harvest is about 150,000 quintals (50 per cent. of local needs).

Exports of rubber have nearly come to an end. Copaiba, sarsaparilla and ipecacuanha are exported, and tobacco in moderate quantities, as well as balata, mother-of-pearl, and tortoiseshell.

Cattle-raising is one of the more important sources of wealth, and the savannahs of Coclé and Chiriqui, and the western province give good grazing. There were 573,135 cattle in 1950, most of them of small native breed, with a proportion of improved stock. The meat is consumed within the country, (30 per cent. has to be imported), but the hides are exported (28,885 pieces, value \$220,835 in 1952). About 75,140 head are slaughtered annually. Hogs are estimated at 181,975, and annual slaughter is 45,630. There is a new modern abattoir in Panamá City.

Important factors in improving the breeds of cattle and hogs are the agricultural school in Divisa and the help given by the U.S.

Government Agency point 4.

Minerals: Gold is found in small quantities in every river, and has been mined in Veraguas Province. (Export of gold in bars, 1952—29,384 grammes). There is some mercury at Las Minas. Sulphur is also found but not exploited. There is an unspecified amount of lignite in Darien and Bocas del Toro, where oil has been found but no successful borings made.

Hardwoods:—Some of the hardwood is produced in Darien, where there are four sawmills. The largest has been producing and exporting mahogany for some time, while a smaller sawmill produces Tangaré lumber, used for construction and to make boxes

for local industries.

On the Pacific coast of the Province of Veraguas there are extensive forests of valuable hardwoods, including mahogany of a very fine class, also a somewhat similar wood called Maria or Santa Maria. The mahogany is much superior to that found in other parts of the Republic. Other hardwoods, particularly those used for veneer, mainly mahogany, are now being exported, to supply the demand for tropical fancy hardwoods used for interior decorations.

Mahogany export, 1952-3,216,062 cubic ft.; other woods-

3,854,400 cubic ft.

In the Province of Chiriqui also there are large stands of excellent hardwoods, amongst which are walnut and oak. Panamá has over 50 species of commercially valuable timber and many medicinal plants, but the forests have never been scientifically exploited. Other forest products include tagua nuts, copaiba, sarsaparilla, ipecacuanha, balata, rubber, and the toquilla palm, which yields hat straw.

Production of abacá fibre is 11,456,000 lb. In 1952, export was

4,096 m. tons, value \$1,631,709.

Flora and Fauna:—The vegetation is practically that of a tropical rain forest, and the species of flowering plants probably exceed 2,000.

Of mammals, the chief are opossums, sloths, ant-eaters, armadillos, peccaries, deer, tapir, olingos, rats, tayra, agoutis, pacas, squirrels, rabbits, racoon, coati, ocelot, jaguarondi, jaguars, bats, night monkeys, howling monkeys, white-throated capuchin monkeys, and the spider monkey. There is a biological station at Barro Colorado in connection with the National Research Council, Washington, D.C., U.S.A. The Panamá Canal has an experimental garden, open at certain times to visitors, at Summit, C.Z.

Alligators abound in the creeks of the coasts. Duck and other migratory birds are plentiful in season. The Pacific Coast teems with fish of many kinds. Sporting trips of several days' duration can be made in comfortable motor boats at moderate prices, and expert fishermen are available at moderate charges. The fishing industry caught 2,686,269 lb. of fish in 1952. The export of frozen

shrimp to the U.S. is becoming an important business.

Panamá's Economy:—Panamá has a seemingly very large unfavourable balance of trade. The difference between imports and exports is made up of money that comes into the Republic through irregular channels, the most important of which are the expenditures made in the country by the employees of the Panamá Canal, Panamá Railroad, United States Army, Navy, and Air Force personnel stationed on the Isthmus, frequent visits of the United States Navy, and a large number of transients, which includes tourists, commercial travellers, and cruise ships passing through the Canal.

The economic situation of the Canal Zone is highly artificial. The Zone is run by the United States Government; its employees live in houses provided by the Government; buy what they want duty free at commissary stores run by the Government (or the Government owned Panamá Railway Company). They eat at Canal Zone Clubs and go to cinemas run by the Government. The armed forces are likewise privileged. The Canal employees, however, are well paid, though they now have to pay U.S. income tax, and as prices in the Zone are low, they have surplus money which is either sent home or spent in the Republic.

Exports: —Bananas, abacá fibre and cacao account for 70 per cent. of the total exports. Of the imports, 71 per cent. by value are manufactured products, and 21 per cent. are food products. The following table gives the latest trade statistics:—

			Exports.	Imports.
1952	 	 	\$12,664,526	
1951	 	 	\$11,690,008	\$66,121,893
1950	 	 	\$10,140,912	\$67,055,745
1949	 	 	\$11,050,305	\$62,148,370

The U.S.A. supplied 83 per cent. of the imports, and took 68 per cent. of the exports in 1952.

Public Debt.:—External, 10,556,900 balboas; Internal, 22,515,600 balboas on Dec. 31, 1952.

INDUSTRIAL DEVELOPMENT.

Brewing, distilling, the making of cooking oil, soap, candles, ceramics, shoes, perfumes and hats are on a minor scale. Three large and 2 small bottling plants make soft drinks and ice-cream. Coral and sponges are obtained off the coasts, and pearls from the Pearl Islands, about 50 miles from Balboa. Salt is obtained by evaporation of sea water at Aguadulce. Alcohol is distilled in the sugar provinces. The National Distillers Inc. supplies the major part of the Bourbon whisky consumed in the Republic; it also supplies rum and distilled gin of good quality. There are three factories at Panamá City producing men's tropical clothing. Nearly all furniture is made locally of mahogany and other native hardwoods. The Nestle and Anglo-Swiss Milk Company supply part of the local market with canned milk from Natá, Cocle Province. Dairy farms within easy reach of Cólon and Panamá City have recently been established. Shoe manufacturers supply 70 per cent. of local demand. A cement factory supplies all the requirements of the Republic and most of what the Canal Zone needs and has now started exporting. (41,408 m. tons in 1952). The local Clay Products Company manufactures bathroom fixtures, toilets, washbasins, etc., and is also exporting. There are edible oil and soap factories in Panamá City. A Trucking Company and a nail factory began operations in 1950.

Production of electricity in Panamá City was 80,352,000 kwh.,

and in Colón was 12,763,000 kwh., in 1952.

INTERNAL COMMUNICATIONS.

Roads:—Progress has been made of late years in the construction of good roads beyond the limits of the Canal Zone. Roads passable by motors are now open from Panamá eastwards to Chepo and northward to the Madden Dam and Colón. Westwards the road runs to Santiago and David, near the Costa Rican border, and there is a branch trunk road of 50 miles from Divisa to Puerto Mensabe via Chitre. A new bridge at Miraflores Locks branching off the Trans-Isthmian Highway takes motor traffic to the west bank of the Canal and to the interior. An Isthmian Highway runs parallel to the Canal. There are now 1,441 miles of highway, of which 579 are earth roads.

The contour of the land makes necessary an extraordinary number of bridges, and the heavy rains demand exceptionally solid construction. There is a ferry service between Balboa and the opposite side of the Canal, connecting there with an excellent road into the

interior.

Railways:—In addition to the railroad between Panamá and Colón, the Government-owned narrow gauge line runs from Puerto Armuelles to Boquete, with branch lines to Concepción, Pedregal and Potrerillos. There is 76 miles of line at Almirante (Bocas del Toro Province) which operates amongst the banana plantations of the United Fruit Company. Panamá has 309 miles of railway track.

Living is costly; U.S. employees of the U.S. Government in the Zone are granted salaries 25 per cent. higher than in the United

States, in addition to privileges in buying necessaries, frequent

holidays, cheap rent, etc.

Coloured people best resist the conditions and tropical diseases incidental to life outside the Canal Zone, and efforts at colonization by European labourers have met with no success. A colonization scheme for Europeans in the Highlands of Chiriqui Province is being considered. Sanitation has almost abolished epidemics within the Zone, but the climate, though good, is somewhat enervating after prolonged residence, and periodical returns to a temperate country are necessary to the well-being of Europeans.

CURRENCY, WEIGHTS AND MEASURES.

The standard of currency is the gold "Balboa," as yet uncoined. The only national currency in circulation is silver. Panamá is one of the few countries in the world which has no paper money. The Balboa, a silver coin on a par with the U.S. dollar, is the highest denomination of currency. Lesser coins include the medio, worth about 2½ cents U.S. and now becoming rare; the real, valued at 5 cents; a coin similar to the quarter, the half-dollar and the centissimo, worth 11.4 cents. All the silver money is used interchangeably with U.S. currency and the latter is used entirely for larger sums. There are no currency or import restrictions.

The metric system is official. The vara is in use, and English weights and measures are commonly understood. The U.S.A. gallon, five-sixths of the English gallon, is used for liquids.

POSTS AND TELEGRAPHS.

Panamá is in the Postal Union, and foreign letters are handled

at Panamá, Colón, and Bocas del Toro.

Foreign Postage: - To the following countries, 3 cents. from Canal Zone, 2 cents. from Panamá Republic: All South and Central American Republics, Spain and Spanish possessions, Cuba, Dominican Republic, United States and Possessions, Canada, Newfoundland and Samoa.

Other foreign countries, including the United Kingdom, 5 cents.

Air Mail rate: To the U.S.A., 6 cents. each oz. To Europe, 21 cents. first half

oz., 15 cents. each oz., thereafter.

There are also regular Air Mail services to the West Indies and to countries of Central and South America, as well as to the interior of Panamá (David, Province of Chiriqui).

Air Mail from U.K: see page 28. Great care should be taken to address all mail for towns outside the Canal Zone as "Republic of Panamá," otherwise they are returned to sender.

Inland letters, Canal Zone, 3 cents per ounce; Panamá Republic

There are 150 national telephone offices, of which 52 are also telegraph offices. The United States Government has a wireless station at Gatun which is open to commercial traffic, such messages being handled through the Government telegraph offices. Tropical Radio Telegraph Company has offices and stations in Cristóbal and Panamá City, maintaining radiotelegraph and radiotelephone communication with all parts of the world through its Panamá City Station. All America Cables & Radio, Inc., offers communication services to all the world. There are 42 broadcasting stations in the republic.

PRESS.

The "Star and Herald" and the "Panamá-American" (Panamá) are the two largest daily newspapers (English and Spanish). Other papers are "La Nación" (daily, English and Spanish); "Mundo Grafico" (Spanish weekly); the "Gaceta Oficial"; "Panorama" (weekly, Spanish); "Colón News" (weekly, English and Spanish); and "La Hora" (daily, Spanish).

British Representation in Panamá:—There is a British Embassy in Panamá City. The Ambassador is E. Clough, C.M.G.,

There are consulates at Colón and Panamá City.

Panamá's Representatives in Britain:—Panamá's Embassy is at 123 Warnford Court, London, E.C.2. The Ambassador is Sr. Dr. Antonio Denis.

The Consulate General is at the same London address. There is another at Liverpool, and consulates also at Birmingham, Cardiff, Glasgow, and Newcastle-on-Tyne.

The United States of America is represented in Panamá by an Ambassador and Consul at Panamá City, and a Consul at Colón.

PUBLIC HOLIDAYS.

January 1: New Year. January 2: Constitution Day. January 21: Foundation Day. May I: Labour Day. July 24: Bolivar Day. October 12: Discovery Day. November 2: Memorial Day.

November 3: Secession from Colombia. November 4: Flag Day. November 28: Independence from Spain. December 8: Mother Day.

December 25 and 26: Christmas, Carnival: Mon. aft. and Shrove Tues, Easter: Holy Thurs. aft. and Good Fri.

Information for Passengers.

Visitors must have a passport and visa and must give proof that they can support themselves and members of their party whilst in Panamá. The nearest Panamanian Consulate will give the latest information about inoculation and vaccination.

Passengers from the Atlantic usually disembark at Cristobal, and those from the Pacific at Balboa; both are under the jurisdiction of the U.S.A., but the neighbour towns of Colon and Panama are not.

The climate of Panamá is tropical and there is a heavy rainfall especially in the months of October and November. Very light clothing is worn but sun helmets are not much used. January-April are the pleasantest months. Panamá was once one of the unhealthiest countries in the world, but conditions have vastly improved and malaria is now seldom met with, except in the more remote parts of the interior.

The language of the country is Spanish, but English is widely

understood.

Guidance for Commercial Travellers.

Licences:—Before the traveller can clear his samples, a traveller's licence must be obtained, but United Kingdom commercial travellers enjoy most-favoured-nation treatment and are accordingly exempt from the statutory fee of \$25.00. If the fee is demanded, the intervention of the British Consular Officer should be requested.

The traveller must obtain in the United Kingdom a certificate, issued by a Chamber of Commerce and authenticated by a Panamanian Consular Officer, vouching for his bona-fides, and provide himself with a letter from the firm he represents. On entering Panamá, he should present these documents at the National Treasury, where the licence (which is personal and non-transferable) will be issued, permitting the traveller to operate in the country on any number of occasions. Once this licence has been obtained, any samples brought in will be released upon deposit of the amount of the duty applicable to them, which will be refunded on their re-exportation.

TRADE REPRESENTATIVES:—The Federation of British Industries has a representative; the U.S. Government maintains a commercial attaché; all with offices in Panamá City.

Panamá and Colón are the only towns in which business is usually transacted.

THE PANAMÁ CANAL.

The axis of the Isthmus in the Canal Zone runs south-west to north-east, and the Canal is cut almost at right angles, i.e. north-west to south-east. The Pacific outlet is accordingly east of the Atlantic end by nearly 27 miles, and at dawn the traveller sees the sunrise over the Pacific.

The site of the Canal was not chosen solely because of its narrow width. At this point the hills forming the backbone of the Isthmus are at their lowest. The Canal follows the valley of the Chagres River on the Atlantic side, and that of the Rio Grande on the Pacific slope. The Gaillard or Culebra Cut spans the distance between. As the crow flies the distance across the Isthmus is 34 miles, and from shore to shore the Canal is 42 miles, or 50½ miles from deep water to deep water (in nautical miles 44.08).

The width of the Canal, which is 500 ft. in the sea-level section, is 500—1,000 ft. in Gatun Lake, and not less than 300 in the Cut. The depths are 42 ft. in the Atlantic sea-level section, 45 ft. in the Pacific section, and 45-85 ft. in the Lake. The mean level of the Pacific is some 8 in. higher than the Atlantic, but the disparity is not constant throughout the year. On the Atlantic side there is a normal variation of 1 ft. between high and low tides; and on the Pacific of about 12½ft., rising sometimes to 21 ft.

Constant dredging is necessary to maintain a clear channel through the 9-mile Gaillard Cut, and the work is usually done during the hours in which the Canal is closed to traffic.

The Gatun Lake, formed by damming the Chagres, is 85 ft. above sea-level, and the ascent is made by a series of three steps at Gatun Locks. The descent to Pacific level is made by means of the Pedro Miguel Lock, Miraflores Lake, and Miraflores Locks. The flights are duplicated, so that ships may be proceeding in opposite directions simultaneously. Each lock-chamber is 1,000 ft. long, 110 ft. wide, and some 70 ft. deep. The lock gates weigh 300-600 tons per leaf. The lowest are 47 ft. high, and the largest 82 ft. Timbers and

PANAMÁ. 655

rubber flaps prevent leakage between the gates and the sills of the locks.

Gatun Lake, even in a relatively dry year, receives an inflow of about 200 billion cubic feet of water, of which about one-half pours over the spillway. A high-level reservoir, the Madden Dam, feeds the lake and provides for the projected additional locks which

would greatly enlarge the capacity of the Canal.

The lock machinery is electrically operated, and much power is used in opening and closing the 23 lock gates (aggregate weight 25,000 tons), raising and lowering the 12 fender chains, and opening and closing the valves. Power for this and other purposes is derived from the hydro-electric station, worked by the spillway from Gatun Lake. Work started in 1940 on a third set of locks, but was interrupted by the war.

Canal History:—The idea of constructing a canal to unite the Atlantic with the Pacific was already old when Ferdinand de Lesseps arrived in Panamá in 1881 and started his preliminary surveys. Canals—open, level, through tunnels, or with locks—had been planned along various routes, but that fixed upon by de Lesseps was from Limón Bay to Panamá by the Chagres and Rio Grande. A company was formed to carry out this scheme in 1881, with a capital of £53,000,000. Nineteen miles were prepared before the crash in 1891.

The chiefs of the French Canal Company, convinced they were unable to complete the work, started negotiations with the United States and Colombian Governments. Eventually, by the Herran-Hay Treaty, they were authorized by Colombia to sell all rights and properties to the American Government. This treaty was strongly opposed in Colombia, and its ultimate rejection led to Panamá proclaiming her independence in 1903, and signing the Canal Treaty in November of the same year.

The price paid by the United States Government to Panamá for construction rights was ten million dollars, and there is now an additional annual payment of \$430,000 a year. The French company received forty millions for its rights and properties. The total cost amounted at completion to \$375,000,000. The Canal was

opened to commercial traffic on August 15, 1914.

In the fiscal year ending June 30, 1951, the vessels of all kinds passing through the Canal numbered 7,751 of which 1,045 were exempt from toll. The tonnage of cargo transported by ocean-going, toll-paying vessels, was 30,073,022; 28,872,293 in 1950.

Canal Offices:—The seat of Government of the Canal Zone is at Balboa Heights. The building containing the offices of the Governor and the higher officials is on a slight bluff on the western side of Ancón Hill, overlooking the surrounding country from Ancon to the Canal entrance. The private residences of the higher officials surround the administrative offices, and the quarters of other officials are in Ancón or Balboa, and along the slopes of Sosa Hill.

Brig.-General John S. Seybold is Governor of the Canal Zone. In 1951 the Canal undertaking and the railroad company had 18,735 employees; over 4,211 are American citizens.



The Canal Zone: The Panama Canal and Railroad.

PANAMÁ CANAL ZONE.

The Panamá Canal Zone, a strip ten miles wide, extends from the Atlantic to the Pacific across the Isthmus. It includes the waters of Gatun Lake and the land round it within the 100-ft. contour line from mean sea-level. The Canal runs through the centre of the Zone, its ports being Colón and Cristóbal on the Atlantic, Balboa and Panamá on the Pacific. This territory is administered by the United States, through the Governor of the Panamá Canal, but the cities of Panamá and Colón, with their harbours, are excluded from his jurisdiction and remain under the Republic of Panamá. Cristóbal and Balboa, the only harbours that need be used by ships passing through the Canal, are under United States rule.

Postal Service:-There is a regular mail service to and from the United States several times a week, and from other countries according to steamship service. Mail from the United States is received approximately one week after posting. Mail for officers or crews of vessels passing through the Canal or calling at terminal ports, unless specially addressed to a local steamship agency, is forwarded to the postmaster at Cristóbał for delivery. Cristóbal post office officially advised of the

movements of vessels, and mail is forwarded in the most expeditious manner, by rail or launch. Cristóbal and Balboa have become the

terminal ports of the Canal, in place of Colón and Panamá, and letters addressed to agents of steamship lines at the latter places frequently fail to be delivered in time.

Sanitation: - When the United States undertook the construction of the Canal in 1904, Panamá was one of the most unhealthy spots in the world. Yellow fever and malaria had been endemic for years, and these, rather than engineering difficulties, had been responsible for the failure of the French engineer, Ferdinand de Lesseps. Yellow fever has been stamped out, and malaria has been diminishing ever since Colonel Goethals, the first Governor of the Zone, started his campaign. The work of the late Colonel W. C. Gorgas in the same connection has been commemorated by the opening of an Institute at Panamá City for the study of tropical diseases. There is now no malaria except in parts of the interior.

The quarantine regulations and requirements in brief summary

The quarantine officer will board vessels on the Atlantic side anywhere in the bay; on the Pacific side between San José rock and the entrance of the channel. No vessel is allowed to go to a wharf without authority from the quarantine officer. Boarding hours are from 6 a.m. to 6 p.m.

All vessels from foreign ports are subject to inspection, and all vessels so subject shall be considered in quarantine until granted free pratique, and shall fly a yellow

shall be considered in quarantine until grantee free planets, and the foremast head from sunrise to sunset.

Two crew lists and two passenger lists must be handed to the quarantine officer when he comes aboard. Vessels must not proceed until these have been produced. This does not apply to troopships, men-of-war, or ships carrying contract labourers.

Masters of vessels will be held strictly responsible that no unauthorised person the contraction of the contraction

leaves the ship while in the terminal ports, passing through the locks, or in the Canal waters. Any violation of this law will subject the vessel to delay and the master to a heavy penalty.

The Panamá Railroad runs from Colón to Panamá City (51

miles).

The old Panamá Railroad followed the valley of the Chagres River from Gatun to Gamboa, but this part is now submerged in Gatun Lake, the Canal following the route of the old railway very closely. From Gamboa it crossed the Divide through the present site of Culebra, thence through Paraiso and the bed of what is now Miraflores Lake to Panama. It was not found possible to utilize much of the old road when the Canal was made, and it was mostly relaid to run roughly parallel with the Canal to the eastward.

There are four train services across the Isthmus and between local points daily. The railroad is owned by the U.S. Government. There are stations at Mount Hope, Gatun, Quebrancha, Monte Lirio, Bohio, Frijoles, Darien, Gamboa, Summit, Pedro Miguel, Corozal, Balboa Heights, and Panamá City. The crossing of the Isthmus by train takes one-and-a-half hours, or approximately onequarter of the time taken by steamers.

The informative "Annual Report of the Governor of the Panamá Canal" is published by the U.S. Government Printing Office,

Washington 25.

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PARAGUAY

PARAGUAY, fortunate in its people, its climate, and its rich land, is none the less a country which has so far failed to fulfil its promise. Its boundaries, which march with Argentina, Bolivia and Brazil, are drawn through comparatively empty lands; its central cluster of population is far removed from its neighbours; for all that Paraguay has been embroiled in such calamitous wars during the last and the present century that it cannot yet be said

to have recovered from them.

Paraguay is one of the two inland countries of South America, with poor access by river and rail to the sea, 900 miles away. Its total area is 157,000 square miles. Its southern boundary with Argentina from just north of the Argentine town of Corrientes to Encarnación, a distance of 200 miles, is the Alto Paraná River. This river course, which sweeps northwards, remains the border with Argentina as far as the Iguazú river, a distance of 215 miles. From that point to the Guaira Falls (120 miles), the Alto Paraná is the eastern border with Brazil; from the Falls the northern boundary with Brazil runs north-westwards across the land mass to the confluence between the Apa and Paraguay rivers.

The Alto Paraná is joined at Corrientes by the southern flowing Paraguay River. From Corrientes as far north as Asunción (220 miles), it is the western boundary with Argentina. From Asunción as far north as the confluence with the Apa (375 miles), the river divides Paraguay into two: Paraguay Proper to the east, and the Chaco to the west. For some distance north of the entry of the Apa, the Paraguay river is the Chaco's eastern boundary with Brazil.

The Paraguayan lands divided by the Paraguay river are in extreme contrast: the Chaco (95,400 square miles), an almost uninhabited waste, and Paraguay Proper (61,600 square miles), a rich land in which almost all the population is concentrated. But Paraguay Proper is itself divided into two contrasting areas by a high cliffed formation which runs almost due north from the Alto Paraná river, west of Encarnación, to the Brazilian border. East of this cliff lies the Paraná Plateau; west of it, as far as the Paraguay river, lie gently rolling hills and flat plains.

PARAGUAY

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BY GEORGE PENDLE

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The Paraná Plateau, ranging from a thousand to two thousand feet in height, has comparatively heavy falls of rain and is one vast forest. It is in this forest that most of the yerba maté is gathered for export. Across the plateau runs the Paraná river. At the point where the northern boundary of Paraguay reaches the river are the great Guaíra (or Sete Quedas) Falls. From the Falls to Encarnación (335 miles), the river runs through a canyon incised into the deep lava floor of the plateau, which dips into the plains just west of Encarnación.

West of the high cliff which rims the western edge of the plateau lies a low flat plain stretching to the Paraguay river. This plain is diversified by rolling, well wooded hills: one range runs from the cliff to the Paraguay river north of Concepción; another, broad based on the plateau, reaches the river at Asunción. Most of Paraguay's population is concentrated in these last hill lands,

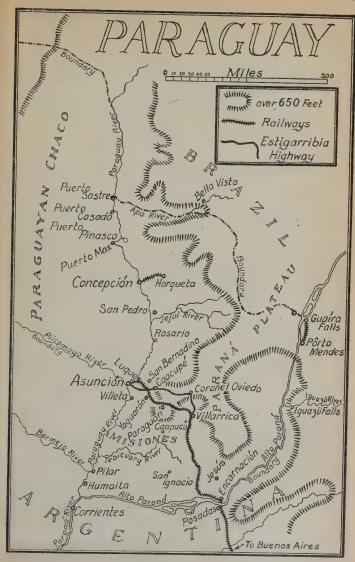
stretching eastwards from Asunción to Encarnación.

Much of the flat plain is flooded once a year; it is wet savannah, treeless, but covered with coarse grasses. On this plain, rice, sugar, tobacco, grains and cotton are grown. Several heavily forested

rivers drain the plain and hill lands into the Paraguay.

The Chaco, lying west of the Paraguay river, is mostly waste land covered with scrub forest. Along the river there are grassy plains and clumps of palms, but westwards the land grows drier and more and more bleak. Much of the area is waterless. The marshy, unnavigable Pilcomayo river, one of the few draining the Chaco, is the southern boundary between the Paraguayan and Argentinian Chacos. Apart from a Mennonite colony, some small settlements on the river banks, and a few nomadic Indian tribes, this vast area is uninhabited. But it is from the scrub forest of the Chaco (and also from the forests of the Paraná river) that the quebracho tree comes. It is for this wilderness that Paraguay and Bolivia have so often fought and ruined themselves.

Communications with the outside world are poor. The only practicable entry and exit for trade is down the Paraná river to the Plate estuary, and Buenos Aires is 900 miles from Asunción. The river winds excessively; it constantly changes its bed and the locus of its sandbanks. Ocean-going vessels can only ascend as far as Rosario with safety, and meet with many difficulties between Rosario and Santa Fé. So difficult is the river that communication with Buenos Aires was mainly by road before the coming of the railway. In 1854, a start was made with the building of a standard gauge railway, 274 miles long, between the capital and Encarnación, on the Alto Paraná. In 1913 this line (incidentally, the only one of any importance in Paraguay) was connected with the Argentine railway from Buenos Aires. Both lines were so costly to build, and the volume of traffic has been so small, that rates have remained exorbitantly high. The rail route itself has many difficulties. Treaty obligations prevent what would in any case be impossible: the building of a bridge across the Alto Paraná, and trains for Buenos Aires have to be ferried across to Posadas, and ferried again across the lower Paraná from Zarate to Ibucuy, a distance of 52 miles. The high cost of transport, by boat or train, allows only those products which can bear that cost competitively to flow out into world markets.



The external communications by air, and the internal communications by air, railway, road and river are given under "Information for Visitors." The growing importance of the external air routes is simply explained by the following facts: it takes 4 days by water from Buenos Aires to Asunción, 58 hours by railway, but only 4 hours by air. There is no direct railway or road from Asunción to La Paz, the capital of Bolivia: to reach La Paz overland it is necessary to go by river or rail to Buenos Aires, and then by rail (78 hours) to La Paz. By this route the distance is over 3,000 miles. The air route is only 1,428 miles, and the time taken 7 hours. Surface travel between Rio de Janeiro and Asunción is either by sea to the Plate estuary and up the river, or by rail to Puerto Esperanza and by boat down the Rio Paraguay—a lengthy business. The air route takes 8 hours.

History: The original inhabitants of Paraguay were the Guarani peoples; they had spread by the 16th century to the foothills of the Andes, along the coast of Brazil, and even into the basin of the Amazon. They were a singularly peaceful people who did not contest the coming of the Spaniards, the first of whom may have reached Paraguay from Brazil. But the main body came from Buenos Aires, where the earliest Spanish settlement was made in 1536. Finding no gold, and pestered by the hostile natives of the Pampa, they pushed north along the river, seeking a short route to Peru. They reached the friendly Guaranis in 1537 and founded Asunción on August 15th. The shifting sands and treacherous channel of the Paraná river made it almost impossible for further forces to be brought that way: what little reinforcement there was came overland across Brazil. Because the garrison at Asunción remained small, the Paraguayan mestizo has a far higher proportion of Indian blood than any other in Latin America. The result is singularly fortunate: the Paraguayan is both good looking (to our Western eyes), and, for all his obduracy in war, kindly and peaceable.

Asunción became the nucleus of Spanish settlement in southeastern South America, and it was from Asunción that this part of the world was colonised. Spaniards pushed north-west across the Chaco to found Santa Cruz, in Bolivia, eastwards to occupy the rest of Paraguay, and southwards along the river to re-found Buenos Aires in 1580: forty-three years after they had abandoned it.

During the Colonial era one of the world's most successful experiments in dealing with a native population was carried out, not by the conquerors, but by their missionaries, over whom the civil power had little or no control. In 1609 the Society of Jesus sent a number of missionaries to Paraguay to civilize the Indians. The Jesuits were in the country until they were expelled in 1767: a period of 158 years. During that time they formed 32 "reductions" or settlements, run along paternal-socialist lines. They induced the Indians to leave the forests and settle in townships, where they built magnificent churches, employing unsuspected native skills in masonry, stone and wood carving, and painting. Selected natives were even given a sound classical education. The first reductions were in the north, but they were forced to abandon these because of constant attacks from Brazil. They settled finally in Misiones; part of the area of settlement is now in Argentina. At the expulsion the reductions fell to pieces: the Indians left, and were reduced to peonage under other masters. Most of the great churches have fallen into ruin, or been destroyed, but the few that remain are dealt with in the text.

Paraguay got her independence from Spain, without bloodshed, on May 14, 1811. Soon afterwards Dr. Francia, the dictator known as "El Supremo," took power and held it until 1840. His policy

PARAGUAY. 663

was the simple one of complete isolation: no one might leave the country, no one might enter it, and trade was not permitted. He was followed as dictator by his nephew, Carlos Antonio Lopez, who ruled until his death in 1862. He reversed Francia's policy of isolation and it was he who began in 1854 the building of the Central Paraguayan Railway from Asunción to Encarnación. He was followed by a third dictator: his son, Francisco Solano Lopez, a megalomaniac who aspired to be the Napoleon of South America. In 1865 he became involved in a war against the triple alliance of Argentina, Brazil, and Uruguay, and was not defeated and killed until 1870. Out of a population of 525,000, only 221,000 were left alive after the war, and of these, only 22,000 were male. It is only of recent years that the population has recovered a normal ratio between the sexes. After the war Paraguay was occupied for eight years.

After 1870 there was a certain amount of European immigration. The descendants of these immigrants, though small in number, are

powerful in the social life of Paraguay.

The history of Paraguay since 1870 has been the story of a recovery from disaster, but this process received a severe setback in the wars with Bolivia which broke out intermittently between 1929 and 1935. The bone of contention was the Chaco, which neither contestant is in the least able to colonise. The Bolivians deluded themselves with a vain dream of ending their isolation by reaching the banks of the Paraguay; the Paraguayans by an equally fantastic compound of patriotism and oil: for it is suspected there may be oil in the Chaco. The final settlement gave Bolivia an outlet, of no earthly use to it, to the Paraguay river, and handed to Paraguay more of the dry wilderness for which it had fought so magnificently.

The People of Paraguay: Because the proportion of Spanish blood is smaller than elsewhere, the people of Paraguay to-day are bilingual, speaking both the Spanish of the conqueror and the Guarani of the conquered. Outside Asunción, most people speak Guarani by preference. There is a Guarani theatre, and books and periodicals are published in the language. There are a few pure-

bred Indians left: most of them are in the Chaco.

The population at present is 1,405,627. Of these only 45,800 live in the Chaco. About 75 per cent. are engaged in pastoral and

agricultural pursuits.

Government: There was a new Constitution in 1940, giving the State the right to regulate economic activities. Executive power rests in the President, elected for five years, and a cabinet which he elects and which has the right to veto his acts. These acts must be reviewed and approved by a Council of State formed of the cabinet, the Archbishop, the Rector of the University, the President of the National Bank, and representatives of commerce, agriculture, industry, the army and navy. The legislative power is in the hands of a Chamber of Representatives, with one representative for every 25,000 of the population.

PRESIDENT.
Ing. Tomás Romero Pereira.

Cabinet.

Social Services: In spite of the productivity of the land there is severe poverty in Paraguay; wages are very low, there is much illiteracy and the standard of living, except for the privileged few, is often deplorable. There is much disease and malnutrition in this potential paradise. Attempts are now being made to temper the poverty. Social legislation which came into force in January, 1951, establishes for most salary and wage earners a national insurance scheme which provides free medical services, subsidies during absence from work due to illness or accident, maternity benefits, old age pensions at 60, and free burial.

MAIN TOWNS.

Asunción, the capital and only large town in Paraguay, is built on the shores of a bay cutting into the eastern bank of the Paraguay river, almost opposite its confluence with the Pilcomayo. Its urban population of 205,605 is about a seventh of that of the whole country; the district population is estimated at 400,000. The city, built on a low hill crowned by the large modern church of La Encarnación, is laid out in the Colonial Spanish rectangular manner, its wide avenues lined with trees and flowers. The oldest part is down by the water's edge, but all the public buildings are modern: none of them is earlier than the last half of the 19th century. The modern town has spread into the hilly land beyond. The dwelling houses are for the most part single storied and built in the Spanish-Moorish style, with patios and fountains. The red tiles and the abundance of orange blossoms and roses give a picturesque touch to a sunny and pleasant city. The main street is Calle Independencia Nacional, running from the bay into the heart of the city. Calle Palma, crossing it, is the chief shopping centre.

Most of the great public buildings can be seen by following Calle Buenos Aires from the Custom House. The first is the Government Palace, built during the Triple Alliance War in the style of the Louvre. Three blocks behind it, along Calle Ayolas, is the Godoy Museum, with a Murillo and a Tintoretto and a historical collection. A little further along Calle Buenos Aires is the large Congressional Palace, with the Cathedral at the corner of the square. Behind it, along Calle Chile, is Plaza de los Heroes, with a building based on the Invalides in Paris. This is the Pantheon of Heroes, begun during the Triple Alliance War and finished recently. It now contains the tombs of Carlos and Francisco Lopez, the two dictators, and of Marshal Estigaribia. After crossing Calle Independencía Nacional, the main street, Calle Buenos Aires becomes Calle C. Bogado. The fifth block along it is the railway station, facing the Plaza Uruguaya,

with a delightful garden.

The City has several parks, the best of which are Parque Carlos Antonio Lopez, set high and with a grand view; Parque Caballero, beautifully laid out along a stream, with pools and waterfalls and plantations; and Parque Gaspar Rodriguez de Francia. The exceptionally beautiful Botanical Garden is four miles out of the City, at Trinidad, quickly reached by road or rail. It lies along the Paraguay river, on the former estate of the Lopez family. It has an enormous range of plants, a nine-hole golf course, and a polo ground.

Luque, a large suburb which once served as the capital when Asunción was deserted during the war of the Triple Alliance, has a population of 24,469.

Rail: Paraguay Central Line to Encarnación and Buenos Aires (938 miles). Leave Buenos Aires Sundays, 17.30. Wednesdays, 21.10.

Arrive Asunción Leave Asunción Leave Asunción Thursdays, 5.15.
Arrive Buenos Aires Sundays, 9.60.
Fares—To Buenos Aires, 1st class, G.418.85; sleeper, G.565. To Encarnación, Thursdays, 5.15.

Ist class, G.126.80; sleeper, G.150.

River Steamers: Twice weekly to Buenos Aires (21 days). Upper Paraguay Line: twice weekly to Concepción and as far as Guarany, bi-weekly to Corumbá.
Upper Paraná Line: vessels leave Corrientes for Posadas twice a week in connection
with the Buenos Aires services. From Posadas there is a weekly service to the Iguazú Falls.

Addresses: British Legation, Avenida Mariscal Lopez; Consulate, 25 de Mayo 77. U.S. Embassy and Consulate: Calle España, Corner S. Miguel; Bank of London

and South America; Royal Mail Lines, P. Eligio Ayala 32.

Cables: Western Telegraph Company's Agent; Alberto Grillon e Hijos. Pte. Ayala y Mexico, 199.

Hotels:—Gran del Paraguay; Argentina; Asunción Palace; Colonial, Restaurants:—La Preferida, Terraza Caballero (Caballero and Bco. del Rio) Drink and sandwich bar at Vertua (Palma 235).

Sports: Football was introduced some fifty years ago, and has become remarkably popular. Almost every town and village in the country has one or more clubs. At the capital the League has about thirty clubs, some with seating accommodation for 8,000 to 15,000 people. International matches with teams from Uruguay and

Argentina take place annually.

Tennis and horse-racing are popular. There are two rowing and swimming clubs of some 2,000 members, and a motor-boat club with 150 members. Golf and polo are played in the Botanical Garden, and there is a Paraguayan Aviation

and polo are played in the botanist carry.

Club. There are two boxing rings. Fishing and hunting are popular, also basket ball. There is a Casino.

Business Visitors: Nearly all foreign business is transacted at Asunción; it is not generally worth while visiting other parts of the country. From May to October is the best time for a visit. Commercial travellers are advised to get a copy of "Hints to Business Men Visiting Paraguay," issued free on application to the Commercial Relations & Exports Dept., Board of Trade, Thames House North, Millbank, S.W.I.

Business Hours at the capital are from 7 to 11 a.m., and 2.30 to 6 p.m. Banks are open from 7.30 to 11.30 a.m., in winter; 7 to 10 a.m., in summer, and 7.30 to

10.30 a.m., on Saturdays.

Excursions: Day river trips can be made by launch along the river, southwards to Villeta (10,000 inhabitants), a cotton and tobacco town on the east bank; or across the river and up the Pilcomayo to see the Chaco and its wild life. The most popular excursion is from Asunción is inland to San Bernardino, on Lake Ypacarai, which can be reached either by road (35 miles) or (partly) by rail. The lake is 15 miles by 3 miles and its shores are covered with tropical trees and plants. Many Asunción families live at San Bernardino, and the resort attracts visitors from Argentina and Uruguay. Aregua, on the opposite side, is also a pleasure resort.

Hotels: Del Lago; Playa; both good.

Another popular resort is Caacupe (Victoria Hotel), 11 hours by car along the Marshal Estigarribia Highway. There are buses from Asunción. It is beautifully set in the hills. The sights include the

Virgin Miracle Church and a waterfall.

About 32 miles south-east of Asunción is Yaguaron, set on a river at the foot of a hill in an orange growing district. (There is a road of sorts to it). It has a famous church begun by the Jesuits in 1670 and finished in 1720: one of the few Colonial churches in Paraguay which have been spared. It is well worth a visit. Most of Paraguay's petit grain comes from Yaguaron.

A trip up the Paraguay to Concepción, about 250 miles above Asunción is one of the easiest ways of seeing more of the country. The winding river is about a quarter of a mile wide, with many alligators and shoals of vicious caribe fish. There is much traffic on the river, for this is the trade route for all the products of northern Paraguay: cattle, hides, yerba maté, tobacco, lumber and quebracho.

(About 90 miles up the Paraguay river is the small town of Rosario. A 50-mile rough trail runs due east to Primavera, a settlement on 20,000 acres of some 600 European Hutterites living in a "brotherhood." They have been remarkably

successful.)

Concepción, (32,556 inhabitants), lies on the east bank. It is not in itself, apart from the life of the streets, a particularly notable town, but it is the trade centre of the north, doing a considerable business with Brazil. Here is the seat of the Bishop for the Chaco. Rather poor roads connect it with the border towns of Pedro Juan Caballero, opposite Ponta Pora, in Brazil, and Bella Vista, opposite a Brazilian town of the same name. A metre gauge railway runs to Horqueta, 35 miles to the east, a cattle and lumbering town of 10,000 people.

Hotels: Central; Frances.

Another trip, this time down the river, can be made to **Pilar**, (10,000 inhabitants), 190 miles south of Asunción, opposite the confluence of the Paraguay and the Bermejo, running in from the Argentine Chaco. There are cotton ginning mills, distilleries and sawmills in the town, which will become important now that roads are being pushed out into Misiones. A road is now open to San Ignacio, on the (uncompleted) Asunción-Encarnación highway. Hides, cotton, timber and oranges are the main products of the area. **Hotels**: Gardel; Prinquelli.

Another good way of seeing the country is by taking either the railway to Encarnación or the Estigarribia Highway as far as Villarrica, which is also on the railway. The land unrolls itself: green hills, tobacco, cotton, and rice fields, woodland and running streams. A typical little town is **Paraguari** (population, 10,000), 45 miles by rail from Asunción, set amongst hills and encircled by streams.

Hotels: Paraguari; Dominguez.

Villarrica, the second city in the republic, is on the railway and the road, 90 miles from Asunción and 136 from Encarnación. It has a population of about 27,794, and is delightfully set on a hill rich with orange trees. It has a splendid Cathedral and a most interesting market. The city is a busy entrepot for the products of the region: tobacco, cotton, sugar, yerba maté, hides, and the wine produced in the area by German settlers.

The Estigarribia Highway to Asunción runs through Coronel Oviedo, not an interesting town, but the third largest in the country,

with a population of 32,763.

Hotels: Español Central; Internacional. The terminus of the railway is—

Encarnación, a busy port on the Alto Paraná, opposite the Argentine town of Posadas, from which boats sail for the Iguaza Falls. Encarnación has a population of about 39,804. It exports the products of a rich area: timber, maté, tobacco, cotton, and hides. Trains for Buenos Aires are ferried across to Posadas. Encarnación

is a modern city, of little interest, architecturally or historically, but some interesting places can be visited from it along poor roads: Trinidad (25 miles), with a great Jesuit church, now in utter ruin and overgrown with orange trees; and Jesus, 6 miles north of Trinidad, with a few Jesuit ruins and a glorious church—some say the best Jesuit church in Paraguay—at Tabarangue, a mile_away.

Hotels: Continental; Suizo; Schultz.

ECONOMY.

There is little agriculture: of the 41 million hectares in the country, or 16.6 million hectares excluding the Chaco, only 500,000 or so are cultivated. (It was only 334,000 hectares in 1943). Agriculture is confined to forest clearings, where the soil is remarkably fertile. In spite of this limitation, the country is normally self supporting save for wheat, of which only 11,000 m. tons is produced to meet a consumption of 58,000 m. tons. It grows enough sugar, maize, and beans for its own use, and slightly more than enough rice. It has a sufficiency of fruits (oranges, bananas, grapefruit, pineapples), and the German settlers of Colonia Independencía in the Villarrica district supply it with its needs in grapes and wine. The wine harvest is about 700,000 litres.

Exports are confined to the few products which can bear the heavy cost of transport and still find a market. An instance of how transport costs limit trade is the way in which orange exports have

come to an end: 26 millions were sent abroad in 1926.

Cotton, timber, quebracho extract, meat products and cattle hides, tobacco, vegetable oils, petit grain and yerba maté are the more regular exports. Paraguay's cotton is highly regarded because of its staple length; it is second only to Egyptian cotton in this. Yields are heavy but the crop suffers from pests: certain ants, locusts, and the pink boll weevil. Production was 40,000 m. tons in 1953. The tobacco crop, marketed in four chief grades, was 55,000 bales in 1951, and there is usually a surplus for export. gathering, preparing and carriage of yerba maté for the making of Paraguay tea has meant much to the economy of the country. The drink is made from the leaves of a South American holly, ilex paraguayensis, which grows, mostly wild, in the forests of the Paraná plateau and elsewhere. Some 11,450 m. tons are produced, and exports are mainly to Argentina. A very steady if small export is petit grain, an essential oil produced from the leaves of the bitter orange and used as a basis for perfumes and flavourings. Paraguay supplies 70 per cent. of the world demand. The vegetable oil industry elaborates coconut, castor, tung, cottonseed and peanut. Of the annual production of about 9,670 m. tons, coconut oil accounts for some 3,186 m. tons, cottonseed for 2,943, tung for 1,580, castor oil for 907, and palm oil for 881.

Timber and cattle products are normally the most important exports. **Timber** is available in unlimited amounts, but little of the forest has been exploited. Lumbermen confine themselves mostly to cutting the kinds of wood used for sleepers on the Argentine railways. In the Chaco the only wood cut is the **quebracho**, which is also cut on the Paraná river. Logs are no longer exported; small, moveable factories, mostly owned by Argentinians, process them for

tannin. Quebracho extract sometimes heads the list of exports, by value.

Stock breeding has always been one of the staple industries. The number of cattle is estimated at 3,369,000, but this excludes a number of wild cattle roaming the Chaco. There are herds in all parts of the country, but most of them are to be found in the area north of Concepción and in Misiones, (the triangle between the Paraguay and the Alto Paraná rivers). There are three meat packing plants and exports of meat have been important in the past. To-day, however, the imports of cattle on the hoof from Argentina on which the packing plants depend have almost ceased, with the result that meat exports have stopped. There is not even enough meat for local consumption and the meat packing plants are closed down almost completely. The export of cattle hides is, however, still important, but production of these hides has fallen.

The most recent census states that there are in the country 275,000

horses, 206,000 sheep, and 33,400 hogs and goats.

Minerals: There are deposits of rich iron ores in many parts of the country, but they are not worked. Only limestone, for the making of cement, is quarried. Salt is obtained from Lambaré.

The following table gives the value in thousands of Guaranies of

the various products exported during 1951 and 1952:—

Exports.		1951	1952
		G.	G.
Raw cotton	 	42,562	102,786
Quebracho extract	 	32,660	52,385
Timber	 	60,055	48,094
Hides	 	14.874	28,861
Oilseeds	 	13,913	20,522
Tobacco	 	7,957	18,309
Meat products	 	18,663	8,764
Fruit	 		2.112
Yerba mate	 	1,934	1,706
Sugar cane by-products		-1734	977
Dagar Curre Dy-products	 		9//

The main imports are food, textiles, chemicals, vehicles and spares, machines, engines and motors in general, iron and manufactures, chemical and pharmaceutical products.

FOREIGN TRADE.

			Imports.	Exports.
			Guaranies	Guaranies
1950	 	 	84,800,000	167,700,000
1951	 	 	166,500,000	208,900,000
1952	 	 	278,421,000	298,214,000

In 1952 some 36 per cent. of the exports were to the U.S.A. The U.S.A. supplied 32 per cent of the imports.

Foreign Capital: The three great investors in Paraguay are Argentina (G77.7 millions); Great Britain (G51.2 millions); and the United States (G45.9 millions).

Industries: The few industries produce for local consumption only, with the exception of the saw mills and plants extracting quebracho, petit grain, and vegetable oils. The main national factories turn out textiles from home-grown cotton, which is now ginned. Two mills weave, and two spin, cotton. They consume about 5,400 bales. There is one small rayon weaving mill making 360,000 metres a year.

Flour, cigars and cigarettes, beer and ice, mineral waters, soap,

candles, bricks, hats, shoes, furniture, and matches are all produced locally. Rum and alcohol is made from sugar. Production of caña, a popular drink, is controlled by the Government. There is a cement plant with a capacity of 112,000 m, tons annually.

Most of the **power plants** use wood for fuel. Of the estimated 12,000 kilowatts of installed capacity, most are thermal and only a few hydroelectric, though water potential is estimated at 2,800,000

horsepower.

INFORMATION FOR VISITORS.

How to get to Paraguay:

By Air: The following routes are flown to and from Asunción: Aerolineas Argentinas: to and from Buenos Aires, twice a week non-stop (4 hours), twice a week with stops at Corrientes, Formosa and Rosario (6½ hours). (Twice a week Alas flies the route Buenos Aires-Corrientes-Ascunción-Concepción del Uruguay).

Panair do Brasil: Rio de Janeiro-Asunción-Santiago de Chile,

weekly; Rio de Janeiro-Asunción-Buenos Aires, weekly.

Braniff: United States-Havana-Panama City-Guayaquil-Lima-La Paz-Asunción-Buenos Aires, twice a week.

Brazilian Line Real: Rio de Janeiro-São Paulo-Curitiba-Foz do

Iguassu-Asunción.

Uruguayan Line P.L.U.N.A.: Montevideo-Asunción, 5 hours; twice a week. A Brazilian line flies this route three times a week,

with an intermediate stop at Uruguayana (Brazil).

From Argentina: By River: The Cía de Navegación Fluvial Argentina, Av. Corrientes 389, Buenos Aires, runs regular passenger services from Buenos Aires up the Paraná River to Asunción and ports on the Paraguay and Alto Paraná rivers. The Cia Uruguayo de Navigación has a mixed passenger and cargo service from Montevideo to Asunción and Corumbá. It takes 4 days by river from Buenos Aires to Asunción.

By Rail: The international rail route from Buenos Aires to Posadas is given on page 154. At Posadas the train is ferried across the Alto Paraná to Encarnación, from which there is a line to Asunción.

The total length of 938 miles is done in 76 hours.

Adding the cost of meals on the train, the fare works out at much the same as by boat. Travellers who want to see as much of Paraguay and Argentina as possible are advised to go to Asunción by train and

return by steamer.

From Brazil: By River: The headwaters of both the Paraguay and the Alto Paraná are in Brazil, and both rivers can be used to enter or leave Paraguay. There are boat services from Asunción northward along the Paraguay river to Porto Esperança, Brazil (from which there is a railway to São Paulo), and to Corumbá (760 miles), which is connected by air with Bolivian and Brazilian cities.

São Paulo is also connected by rail (560 miles) with a river port on the Alto Paraná: Presidente Epitacio (Porto Tibirica). About 260 miles south by boat are the Sete Quedas, or Guaíra Falls, on the Paraguayan border. A railway line skirting these falls brings the traveller to Porto Mendes, from which boats can be taken to Posadas

(rail to Asunción), or Corrientes (boat to Asunción). The distances and discomforts are formidable.

From Britain: By boats of Royal Mail Lines or by B.O.A.C. planes to Rio de Janeiro, Montevideo, or Buenos Aires, and on to Paraguay by one of the routes given above. Lamport & Holt Lines have a direct service between Liverpool and Asunción.

From Hamburg, Rotterdam, and Antwerp: The Rotterdam South America Line has a monthly direct service from these ports to Asunción.

From the U.S.A.: By boat to Rio de Janeiro or Buenos Aires, and on to Paraguay as above; or by Braniff or Pan American Airways plane to Lima and La Paz.

Tourist Information: There is a Consejo Nacional de Turismo at Asunción. Another fruitful source of information, particularly about the roads, is the Paraguayan Touring Club, Calle Presidente Franco 191, Asunción.

Passport: The entry requirements are a passport, duly visaed by a Paraguayan Consul: certificates of health and of vaccination and inoculation against typhoid and smallpox, preferably in Spanish, are needed. Those who enter from the Argentine and intend to return by the same route should obtain a re-entry visa at Buenos Aires before leaving. Visitors should present their documents to the Immigration Authorities on the day they arrive, and call for them next day. A visitor cannot stay longer than 6 months. An exit permit should be applied for a day or two in advance.

Currency: The Guarani (plural Guaranies) is the unit of currency. The Guarani is symbolised by the letter G (crossed). It is divided into 100 centimos. There are no gold or silver coins, but there are nickel, bronze, and aluminium coins of 1, 5, 10, 25, and 50 centimes, and paper notes for 1, 5, 10, 50, 100, 500, and 1,000.

The official free exchange rates are G59.50/61 to the dollar, G166.60/170.80 to the £ and G278/282 per 100 Argentine pesos.

Imports are divided into three groups according to how essential they are, and are permitted entry at varying rates of exchange.

Weights and Measures: The metric system is used.

PUBLIC HOLIDAYS.

February 3: San Blas.

March 1: National Defence Day

Thursday and Good Friday.

May 1: Labour Day.

May 1: Labour Day.

May 1: Jt 5: Independence Days

June 12: Peace Day.

August 15: Founding of Asunción.

October 12: Colombus Day.

November 1: Saints' Day.

December 8: Immaculate Conception.

December 25: Christmas Day.

Postal and Telegraph Services: For ordinary and air postal rates from Britain to Paraguay, see page 28. An automatic telephone service links Asunción with Villarrica, Encarnación and Buenos Aires. There is a radio-telegraph service between Asunción and Buenos Aires, Montevideo, and Rio de Janeiro, besides several internal radio-telegraph services. International long distance telephone calls are all routed through Buenos Aires.

Telephone calls can be made from the United Kingdom to

Paraguay between 1 p.m. and 7 p.m. daily (G.M.T.). The minimum charge is £3. 15s. for a three minute call. Communication is bad.

PRESS.

Asunción: —"El Pais," "I.a Tribuna," "Gaceta Oficial," "La Union." At Concepción: —"El Correo del Norte."

Climate: Paraguay, lying about two-thirds within the temperate zone and one-third in the tropics, has sub-tropical weather, but there is a marked difference between summer and winter temperatures. From October through March the heat is severe, though not continuous; gusts of pampean winds from the south will suddenly break it. The other six months are calm and fresh, with spells of cold occasionally bringing freezing temperatures. Frost is frequent in winter, but, as in the rest of the Plata region, it never snows. The heaviest rains occur in December and March, but more or less rain may be expected every month. The cool season is the dry season. The average year at Asunción has 79 rainy, 72 cloudy, and 214 clear days.

Clothing of medium weight should be worn during May, June and July. Heavier clothes, with woollen underwear and an overcoat are needed in August and September. During the summer months, November to March, only the very lightest white clothes are worn, say Palm Beach or drill, with a Panama or straw hat.

Health: Tuberculosis creates the greatest ravages, while minor epidemics of malaria, typhoid, dysentery, and occasionally small pox occur. Hookworm is the most common disease in the country, while there is also a considerable amount of venereal disease, goitre and leprosy. Visitors should certainly be inoculated against typhoid, para-typhoid and smallpox, and take extreme care over such things as salad and drinking water. Even at Asunción there is as yet no central water supply and no modern sanitation.

Cost of Living: Hotels: The Cost of living is rising. The general index for a worker's family (1938 = 100), was 1,229 for June, 1951, and 3,977 for Dec., 1952. The hotels at Asunción and San Bernardino are quite good, but not luxurious: elsewhere they are more primitive, if a good deal cheaper. Rates at Asunción, with bath and meals, range from G20 to G40 a day. Accommodation on the steamers plying on the two great rivers is much better than at the provincial hotels.

Bank: The Bank of London & South America, Ltd., has a branch in Asunción at Palma and Convención: Telephones 358 and 7689.

Travel in Paraguay: By Rail: There are 309 miles of public railways, and 455 miles of private industrial lines, mostly forest lines of metre gauge or narrower, operated by companies trading in forest produce. The Ferrocarril del Norte has 35 miles of public line, metre gauge, between Concepción and Horqueta. But the only important line is the standard gauge railway, 274 miles long, between Asunción and Encarnación. This, part of the rail route to Buenos Aires was begun in 1854, and is therefore one of the oldest of the South American Railways. Besides the international trains, there are more frequent but less comfortable services, particularly to the

small towns near Asunción.

Roads are on the whole primitive. The best one is the Marshal Estigarribia Highway running east from Asunción through several small towns to Coronel Oviedo, and then dipping southwards to Villarrica, on the railroad. Information about the state of the roads can be got from the Paraguayan Touring Club, at Asunción.

River boats are by far the most pleasant way of travel in Paraguay. The Paraguay and the Alto Paraná rivers join just above Corrientes, the steamer centre for travel in the region. The Paraguay is navigable above Corrientes for 12-foot draft vessels as far as Concepción, and for smaller vessels for a further distance of 600 miles northward to Corumbá, in Brazil, and even several hundred miles further to Cuiaba, the capital of the Brazilian state of Mato Grosso. There are frequent services between Asunción and Concepción, and less frequent services to the river ports beyond. Every ten days the Lloyd Brasileiro line has a mixed cargo and passenger service from Montevideo to Corumbá. No call is made at Buenos Aires but a day or two are spent at Asunción.

Connections are made by vessels plying on the Alto Paraná with vessels plying between Asunción and Buenos Aires at Corrientes. A vessel leaves Corrientes twice weekly for Posadas. A weekly vessel leaves Posadas for Puerto Eva Perón, and another for Porto Mendes. Puerto Eva Perón, on Argentine territory at the confluence of the Iguazu river with the Alto Paraná, is eleven miles from the famous Iguazu Falls (see the Argentine section). Porto Mendes is a few miles below the Guaíra (or Sete Quedas) Falls. A 38-mile railroad from Porto Mendes circumvents these falls, and the journey may be continued by boat to Presidente Epitacio (Porto Tibirica),

the railhead for São Paulo.

Boats of a few hundred tons capacity navigate the tributary rivers, the largest of which are the Tebicuary, south of Asunción; the Manduvira, Jejuy, and the Aquidaban rivers, north of Asunción.

Internal Air Services are flown by the Linea Aerea de Transportes Nacional. It flies round trips from Asunción which cover the country effectively. The eastern route ends at Arroyos y Esteros (569 miles); the north-eastern route reaches Bella Vista (690 miles); the north-western route goes as far as Mariscal Estigarribia (1,037 miles); and the south-eastern route as far as Santiago, in Paraguayan Misiones (562 miles).

Representation in Britain: The Paraguayan Embassy in Britain is at 51b Cornwall Gardens, London, S.W.7. The Ambassador is Sr. Dr. Don Pedro Godinot de Vilaire.

The Consul-General is at the same address. There are Para-

guayan consulates at Glasgow, Liverpool and Dublin.

The British Embassy in Paraguay is at Asunción, with offices at Av. 25 de Mayo, 77. Telephone 9146. The Ambassador is Ian Leslie Henderson.

The United States is represented by an Embassy and Consulate at Asunción.

(This Chapter is revised annually in Paraguay by La Vencedora, S.A., Palma y Alberdi, Asunción).

PERU

Communications:-The most direct route to Peru from the United Kingdom is by the steamers of the Pacific Steam Navigation Company sailing from Liverpool. Another route is via New York, where trans-Atlantic steamers connect with American Among other European lines serving Peru are the Norwegian Knutsen Line, the Swedish Johnson Line, the Italian Societá per Azioni di Navigazione Italia,' the French Compagnie Générale Transatlantique, and the Royal Netherlands Steamship Company. The Grace Line is the most important of several plying between Peru and the U.S.A.

Air Services :- For international routes from outside Latin-America by Pan-American Airways, Braniff International Airways, and Canadian Pacific Airlines, see the AIR SECTION.

The Faucett Aviation Company flies north from Lima to Talara; south from Lima to Arequipa, Tacna, and Arica; with calls on the way. At Arica it connects with the Chilean National Airline (LAN). Faucett also serves Iquitos (with flights from Iquitos to Chiclayo); Pucallpa; Cuzco and Puerto Maldonado; and Ayacucho. About 80 per cent. of the air traffic is in its hands.

Panair do Brasil has a weekly non-stop service between Lima and Rio de Janeiro. Braniff flies the same route three times a week (with a stop at São Paulo) and four times a week non-stop to Buenos Aires. Another Braniff service is Lima-La Paz-

Asunción-Buenos Aires.

into the harbour.

Transportes Aereas Militares (TAM), an arm of the Peruvian Air Force, flying from Iquitos up the Ucayali River to Pucallpa, and from Iquitos to Yurimaguas on the Huallaga River, where connection is made with Faucett planes to Chiclayo. Linea Aeropostal Venezolana (LAV) has a weekly service between Lima and Caracas.

Note:-Hotel rates and taxi and railway fares are constantly changing and

references to them are apt to be misleading. Callao, the chief port and the main approach to the capital, is 8 miles from Lima, to which it is connected by train, road, and electric tram. Motor-cars make the journey in 20 minutes. The new maritime terminal, or inner harbour, covers an area of 250 acres, and the largest steamers go alongside. The town is a busy one, with a population of 84,438. The island of San Lorenzo, a submarine and naval station, protects the roadstead to the south, and in the opposite direction stretches the green Rimác Valley. The distant towers of Lima's churches and hills are visible as the vessel steams

A commercial town, inhabited mainly by working people, with no architectural beauty, Callao is not without history. It was raided by Drake and others in the sixteenth century and in 1746 was completely wiped out by an earthquake. Under the guns of Callao, on the night of 5th November, 1820, Lord Cochrane boarded and captured, after a bloody fight in which he was wounded, the Spanish frigate "Esmeralda." The "Real Felipe" fortress, finished in 1783, is now occupied by Air Force mechanics. Great destruction was caused by earthquake in May, 1940.

Now that vessels go alongside the wharves, passengers might spend more time ashore, but it is expected of them to be on board half an hour or so before the vessel's departure. "The Club," Callao

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PERU-LIMA, CALLAO, PIURA, TRUJILLO, ICA. AND AREOUIPA.

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PERU. 675

(founded in 1867), the oldest English Club on the West Coast, is at Pasaje Ronald, Constitución Street.

Leading Restaurants :- The Salon Blanco, in the Pasaje Rías; El Chalaquito, Calle Constitucion; Grill Callao, adjoining the parish church in the Plaza San Martin; the restaurant España in Gálvez Street, leading out from the Plaza San Martin; and the first-class Chinese restaurant, "Canton," in Saenz Peña. There are a number of reliable bars in the Pasaje Rios and Calle Constitucion.

Fares to and from Lima:—Taxi (price must be arranged with the chauffeur), about 10 soles for two, and 15 for more than two. Tram cars (every five minutes); return fare 55 centavos, single fare 40 centavos. Omnibus: single fare 30 centavos. Tram fares are doubled after midnight.

Steamers: Besides ocean sailings to all parts there are local steamers north and south every week. P.S.N.C. fortnightly service north and south. Grace Line has a weekly service between New York, Callao and Valparaiso. The Cia. Real Holandesa de Vapores maintains a fortnightly service between Cristóbal and Valparaiso. Local coastwise services by the C. P. V. and the Compania Sud-Americana de Vapores.

Addresses :- British Vice-Consulate, Daniel Nieto 186.

Cables:—All America Cables & Radio, Inc., Pasaje Ronald y Constitucion 258. The West Coast of America Telegraph Co., Ltd. (British), Calle Daniel Nieto 199.

Lima, capital of Peru, and at one period the capital of Spanish South America, owes its creation to Pizarro. "Amidst the woe and destruction which Pizarro and his followers brought on the devoted land of the Incas," wrote Prescott, "Lima, the beautiful City of the Kings, survives as the most glorious work of his creation, the fairest gem on the shores of the Pacific." The wide and fertile plain on which Lima stands slopes gently to the sea. The Andes, whose higher ranges are within fifty miles, send their foothills to the gates of the city. The hills keep off the colder winds, and the ocean breezes temper the sun. Rain rarely falls. The old town was built in the shape of a triangle, and the streets run straight and intersect at right angles. Well-kept squares or plazas vary the plan. Spanishstyle balconies still give an old-world charm which is affirmed by the convents and churches. The streets are full of life, and many of the new buildings are fine. The old Spanish buildings contrast with modern ferro-concrete structures built to resist earthquakes. The city population is 1,000,000. The temperature averages about 66° Fahr. Altitude 500 feet; latitude 12° S. Lima has excellent hotels and good modern conveniences. Boulevards connect it with Miraflores, Barranco, Chorrillos, and Magdalena, suburbs of the city.

Roads :- The Pan-American Highway is open from Lima northwards along the coast to the Ecuadorean frontier, and southwards to Arequipa and Arica. The Lima-Canta-Cerro de Pasco road goes on through Huanuco to Tingo María on the Huallaga and to Pucalipa. Another, the Central Highway, goes through Oroya, Huancayo, Ayacucho, and Cuzco to Puno, where a branch runs to Arequipa. These two roads to Cuzco, one by the Central Andes and the other by Arequipa, makes a grand circuit tour of 2,400 kiloms possible.

Lima Hotels :---

Name.		Address.			Beds.
Gran Hotel Bolívar	 	Plaza San Martin			350
Hotel Crillon	 	Ave. Nicolas Pierola			250
Gran Hotel Maury		Bodegones, 387			140
Gran Hotel	 	Melchormalo, 320			90
Hotel Plaza	 	Sta. Apolonia, 355	* *		100
Hotel Leuro	 	Miraflores		,++	70

The Hotel Chez Victor, in the Pasaje Encarnacón 7b Plaza San Martin, has 20 furnished family flats. Rates are S.70 per day, or S.1,800 per month. No meals supplied.

676 PERU.

Visitors also stay at the Country Club, the most comfortable of all, between January and April, but it is out of town.

Banks:—Bank of London & South America, Ltd., Calle Coca. The Royal Bank of Canada, Jiron Lampa 597. National City Bank of New York. And Peruvian banks.

Rail: - Central Railway of Peru maintains a combined train and autocar service to Oroya and from Oroya north to Cerro de Pasco and south to Huancayo (with a State Railway extension to Huancavelica). North-Western Railway, Lima to Huacho via Ancón, twice daily. Several times daily to Chosica.

Tramways: -Electric, at short intervals to Chorrillos, Miraflores, Barranco, Callao, La Punta, Magdalena and San Miguel, in addition to city tramway services and motor buses.

Points of Interest: -The Plaza de Armas, with the Government Palace, the Cathedral and the Portales, or Arcades, running on two sides; the Palacio Torreragie (used by the Ministry for Foreign Affairs); the National Museum, at the Palacio de la Exposicion; the Museum of National Culture; the Acho Bullring (dating from 1765); the Alameda de los Descalzos; the Quinta Presa (formerly the country house of La Perricholi); the Market Place; the University of San Marcos; the Parque Neptune, with the Gallery of Modern Italian Art; the Exhibition Gardens; the Parque de la Reserva; the Legislative Palace; the Hippodrome; the Lima Country Club; and the Paseo Colón, the fashionable promenade. In the Plaza Bolívar stands the ancient Hall of Inquisition, or Senate House (now a museum). It has a magnificently carved mahogany ceiling. Tagle (used by the Ministry for Foreign Affairs); the National Museum, at the

The San Marcos University, founded 1551, is the oldest in South America. are sixty-seven churches. In the Cathedral, founded by Pizarro in 1535, are his remains in a glass coffin, a wonderful carved pulpit, canons' stalls of costly woods, "La Veronica," attributed to Murillo, and the portraits of the Archbishops. San Pedro, La Merced, San Francisco and San Agustin Churches all contain notable

works of art. Santo Domingo dates from 1549, and contains the famous statue of Santa Rosa de Lima, patroness of the city.

The Avenidas Magdalena, Arequipa, Progreso, Colonial, Argentina, General Salaverry, Alfonso Ugarte and the Paseo de la República, laid out in recent years, can compare with the finest elsewhere. Several new roads, 120 feet wide and fringed with trees, form agreeable evening promenades.

There are many fine monuments, and notably the equestrian statue of San Martin, in the Plaza of the same name; the Bolivar statue in the Parque de la Inquisición; the Bolognesi Column; and the "Dos de Mayo" monument, with its four figures

representing Peru, Bolivia, Chile, and Ecuador, grouped about the base.

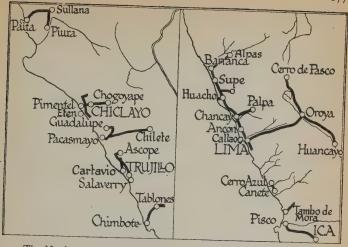
During the summer months, January to March, there are bullfights almost every Sunday and holiday. Famous toreros practise in the Lima ring, and fighting bulls are of Spanish stock. Cockfights are frequently organized and advertised in the newspapers.

From April to December race meetings are held on Sunday afternoon at the Jockey Club.

The Lima Golf Club and the Inca Golf Club are both 18-hole courses. Polo and tennis are also played. The luxurious Country Club, close to the course and overlooking the sea, is open to visitors if introduced by members.

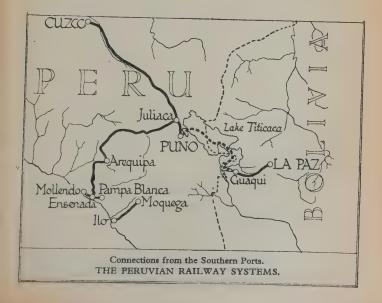
Excursions: —The Lima terminal of the tramways is at the end of what is generally known as La Colmena (Avenue Nicolas de Piérola, to use the official name), facing the Plaza San Martin and with the Hotel Bolivar on the left. This is also a convenient halting place for those who travel by taxi on a sightseeing trip. After descending from the tram or taxi and on turning to the left, the visitor enters the Jirón de la Unión, which is to Lima what Fifth Avenue is to New York. It is the main shopping street, and in the first two blocks there are several shops devoted to souvenirs and curios, which may be had at reasonable prices. The Jirón de la Unión runs in five blocks to the Plaza de Armas, usually the main objective of visitors on their first visit to Lima. Here is the Cathedral, built by Pizarro and containing his shrivelled remains in a glass coffin. Adjoining it is the Archbishop's Palace, with the new Government Palace at right angles. Running along two sides of the Plaza de Armas are old colonial arcades beneath which are a number of shops. Between the Archbishop's Palace and the Palace of Government is a 3,000 square ometre plazuela-a statue of Marshall Ramon Castillo, the President who freed the slaves and built Peru's first railway, is to be erected there; this balances the similar site at the western end of the facade of the Government Palace on which the equestrian statue of Pizarro, formerly in front of the Cathedral, now stands. The new Municipal Building is at the corner opposite the Government Palace.

From the Plaza de Armas a walk of three blocks leads past the south side of the Cathedral to the Torre Tagle Palace, the best surviving specimen of colonial architecture in Lima. It houses the Foreign Office, but visitors are allowed to enter the



The Northern Coastal Region.

The Central Coastal Region.



678

courtyards and to inspect the fine wooden carving in the balconies. Four noted churches may be visited in the immediate vicinity of the Plaza de Armas. They are the Church of La Merced on the Jiron de la Union (passed on the walk up the street); it stands where the first mass was said in Lima; the Church of Santo Domingo, with a shrine dedicated to Santa Rosa, the patron saint of Lima; the Church of San Francisco, famous for the old Spanish tilework in the cloisters, which are open to male visitors; and the Church of San Pedro (close to the Torre Tagle Palace) with its rich wood carvings in the choir and sanctuary. A short taxi drive across the river Rimac should be included in order to visit the Monastery of the Barefooted Brethren (Descalzos) and the so-called Palace of La Perricholi, a fine old mansion built by the Viceroy Amat and which housed his mistress, a famous actress of those days who bore the nickname (La Perricholi), by which she is best known to-day. If time permits, a drive to the top of the hill which overhangs Lima (the Cerro San Cristóbal) would be well worthwhile for the views of the surrounding

country and of old Lima laid out as a map beneath the feet.

The Lima skyline is changing rapidly. The large square 12-storey building of the Ministry of Finance, facing Avenida Abancay, soars above all others. Almost opposite it is the modern National Library, and behind the library, the old church of San Pedro. A new University City to which the old university of San Marcos will be moved is going up between Lima and Callao. The projected Administration Centre is a skyscraper of 16 storeys. A Social Insurance Hospital for Employees with twelve floors is going up on Avenida Salaverry. The new Ministry of Public Education, facing Parque Universitario, at the corner of Av. Abancay, will have 20 storeys—it is to be hoped that it will raise the education of the masses to its own level. The projected Ministry of Labour and Indian Affairs on Av. Salaverry corner of Calle Morales Reproducts will be a comparatively incinciple on the village. corner of Calle Morales Bermudez, will be a comparatively insignificant building of merely 12 storeys. All this is either distressing or encouraging, according to the point of view. What is most encouraging are the Neighbourhood Units being set up by the National Housing Corporation for groups of 5,500 people to live in. A visit

should certainly be paid to a Unidad Vecinal, as they are called.

Short Excursions:—Two short excursions in the immediate neighbourhood of Lima are interesting from a historical and scenic point of view. In these, as in the case of all drives beyond the city limits, the price should be arranged in advance

with the chauffeur.

One is to the Incaic ruins at Pachacamac, where Pizarro spent several weeks while his emissaries were searching for a suitable site for the future capital of Peru in the Rimac valley. The ruins encircle the top of a low hill, the crest of which was crowned with the Temple of the Sun. The drive passes through the suburbs of Miraflores, Barranco and Chorrillos. The return drive to Callao should be made along the Avenida Costanera (Coast Avenue), which runs along the top of the cliffs and gives beautiful views over the bay. A second short pleasure excursion is to Chosica (30 miles up the Rimac valley). En route a diversion may be made to the old Inca city of Cajamarquilla, which lies in a circle of hills surmounted by ruins of fortresses. An excellent lunch or light refreshments can be had at the Hotel Ferrocarril in Chosica, which is a popular resort in the winter months, the new hotel "La Hosteria," or at Los Angeles, near Chosica.

Restaurants:—The following are the principal restaurants in Lima:—Chez Victor, in the Plaza San Martin; also at Limatambo Airport.
La Cabaña in the Exposición Gardens (tea and dining rooms; meals a la carte).

Hotel Bolivar (grill and dining rooms; meals a la carte). Hotel Crillon, Av. Nicolas Pierola (grill and dining rooms; meals a la carte). Hotel Maury, Calle Bodegones, one block from the Plaza de Armas; (table d'hote and meals a la carte).

Restaurant Kuo Wa, Plaza de Amas, an excellent Chinese restaurant.

Others which can be tried are :-

El Trocadero, Calle de Boza; (meals a la carte).

El Patio, Portal de San Agustin y Carmaná; (meals a la carte, terrace restaurant). Raymondi, Calle Jesús Nazareno, adjoining the Church of La Merced (meals a la carte).

Restaurant Kuong Tong, Calle Capón; (Chinese restaurant with first-class dishes served in the Chinese style, with or without chopsticks).
Restaurant Ton Quin Sen (Calle Capón), First-class Chinese dishes.
Restaurant Men Yut, Calle Capón 716; (Chinese restaurant, specializing in

Chop Suey).

Entertainments: -Lima keeps late hours and there is a variety of entertainments until well past midnight. Among the most popular are the following:—Boxing or "all-in" wrestling (Saturday nights) at the National Stadium. Horse racing takes place every Sunday afternoon in the Jockey Club Park between April and February. The Embassy night Club, in the Plaza San Martín, is the most luxurious.

PERU. 679

No dinner is served. The Bolivar Grill has floor shows during dinner. La Laguna, in Barranco, is an attractive night club with floor shows; dinner can be served in the open air. It is open only in the summer (January to March). Other night clubs are El Periguino, Calle Urrutia, and Tico Tico, Calle Abancay.

Excursions:—A good deal of Lima and its environs can be seen by following this

8.30 a.m.—Leave Callao by taxi or tram car for Lima. Walk to the Plaza de Armas and visit the Cathedral. Engage a motor-car for two hours and visit Torre Tagle Palace, Bull Ring, Paseo Colon, and the Jockey Club. The Inca Museum in Magdalena Vieja, is well worth a visit.

r2.30 p.m.—Lunch at the Cabaña Restaurant in the Parque de la Exposición, and visit the adjacent National Museum.

2.0 p.m.-Motor to Miraflores by the beautiful Avenida Arequipa, visiting the Country Club.

3.45 p.m.—Tea at Hotel Bolivar.
4.30 p.m.—Return to Callao by tramcar or automobile.

This outing should not cost more than thirty shillings per person, provided parties of five or more be organized. Motor-cars can be hired and omnibus services are

available.

Steamship passengers who wish to make a specially conducted tour should tell the purser of their vessel at least 48 hours before arrival at Callao. For a party of fifteen to twenty passengers, it is sometimes possible to make special arrangements for visits to the Torre Tagle Palace.

Motors (fares subject to alteration) :-

LIMA-Inside City Limits.

5	seater cars :						
	· Per trip-two passenge	rs				Soles	2.50
	Each additional passen	ger .					0.50
	Per hour—one to four	person	S				15.00
7	seater cars :-						
	Per trip						2.50
	Per hour					2.72	15.00
0	outside City Limits. Per l	hour.	Any	car			25.00

To Callao, La Punta, Miraflores, Barranco, Chorrillos, Miramar, Magdalena, San Miguel, by agreement, basis Soles 18.00 per hour. The Carretera Central from Lima to Oroya opens new possibilities of motor-car excursions, with attractive halting places like Matucana (1 hour), San Mateo and Rio Blanco (2 hours). The trip to Oroya takes over 5 hours, and crosses the Andean Divide at 15,655 ft. Good meals can be had at Chosica, Matucana, San Mateo and Rio Blanco.

An excursion may be made by motor-car from Lima to Infiernillo ("Little Hell")
Canyon, beyond Matucana. The Canyon is well worth seeing.

The Peruvian Touring Club offers its advantages to tourists and particularly to members of the leading English and American Associations of Motorists. Its aims include road and hotel improvement and the arrangement of itineraries. Particulars are obtainable at the Peruvian Consulate-General in London. The address for letters is: P.O., Box No. 22—19 Lima.

Addresses: - British Embassy Residence: Av. Pablo Bermudez. Embassy offices and Consulate, Edificio República, Paseo de la República; U.S.A. Embassy, Edificio Sud America, Plaza San Martín; Consulate Plaza San Martín 117; Canadian Embassy, Edificio Boza, Plaza San Martín; Y.M.C.A., Giron Carabaya Canadian Emoassy, Editicio Boza, Fiaza San Martin; T.M.C.A., Giron Caradaya 664; Anglican Church of the Good Shepherd, Av. Santa Cruz, San Isidro; British-American Hospital, San Isidro; P.S.N.C., Nicolas de Pierola 220-6, Plaza San Martín (in the same building is the Phoenix Club); British Council, Camana 787; Peruvian-British Cultural Association, Camana 787; Peruvian North American Cultural Institute, Jirón Antonio Miró Quesada 113; British Chamber of Commerce, Edificio "La Nacional" 402, Jirón Antonio Miró Quesado No. 309, Casilla 1913.

British Schools:—Markham College for boys of all ages, one of the only four Headmasters' Conference Schools outside the British Commonwealth; Colegio San Andres, for boys; St. John's College, a preparatory school for boys, at Chaclacayo, a mountain resort 30 klms. from Lima. St. Paul's College, a secondary school for boys, mostly boarders, at Los Angeles, just beyond Chaclayo. Colegio San Silvestre, a school for girls at Avenida Santa Cruz, Miraflores, represented in Association of Headmistresses.

American Schools: Colegio Peruano-Norteamericano Abraham Lincoln, Los Libertadores 400, San Isidro, for Peruvian, American, and European children; The American School of Lima, Los Libertadores 500, San Isidro.

680 PERU.

Cables: —West Coast of America Telegraph Co., Ltd. (British), Edificio Electra, Jirón Miró Quesada; All America Cables & Radio, Inc., Calle de San Antonio 677. Branch Office: Gran Hotel Bolivar.

ENVIRONS OF LIMA.

Chorrillos, a fashionable resort with a cliff promenade, has a casino, and is visited for boating and bathing. The Military School is noteworthy. Barranco and Miraflores are near. is becoming an important shopping centre and has several first A motor road runs from Lima through Miraflores, class restaurants. Barranco, and Chorrillos to La Herradura, another bathing resort with a casino. Magdalena is served by a separate electric line and road. Here is the Museum of Anthropology and Archaeology, and the Bolivarian Museum containing relics of the Liberator.

Ancon, 25 miles north of Lima, is reached by railway and a double lane asphalted highway. There is bathing, tennis, a casino, and good hotels, of which the Grand is one.

The area between Ancón and Pachácamac extending up the Rimac Valley to

San Mateo, is archaeologically most interesting.

Pachácamac, 12 miles south of Lima in the Lurin Valley, can be reached by motor. The ruins are among the most ancient in the country, and include city walls, temples, and tombs.

Chosica, popular as a winter resort, and 30 miles from Lima, is served by four or five trains daily (Central Railway), or can be reached by a good motor road (frequent omnibuses). at an altitude of 2,800 feet, is above the coastal mists. Up the picturesque Santa Eulalia Valley branching off from the Rimac Valley near Chosica are the Central Fruit Culture Nurseries.

Hotels:—Hotel Villa del Sol, 57 apartments with bath; Gran Hotel de la Estación; La Quinta Pensión; Hostería.

La Punta, beyond Callao, and served by direct electric trams through Callao from Lima, is the seat of the Naval School. Set on a spit of land stretching out to sea, the place enjoys a peculiarly bracing climate and is not less fashionable as a bathing resort than Ancon. The water is always cold. Facing Callao Bay is a Yacht Club with a first-class restaurant.

Restaurants: -Riviera Palace and Restaurant Miramar (open Summer only).

Arequipa, 107 rail miles from Mollendo and 91 by road, stands at an altitude of 7,500 feet in a beautiful valley at the foot of "El Misti," otherwise known as "El Volcan de Arequipa." This is a snow-capped, perfect cone, 19,200 feet high, guarded on either side by the "Chachani" (20,000 feet) and "Pichu-Pichu" (18,600 feet). The city has quaint old Spanish buildings and many ancient and interesting churches built of "Sillar," a pearly white volcanic material, apparently petrified lava or ashes, almost exclusively used in the construction of the town. It is the second city of Peru, with a population of about 90,000.

Arequipa, the centre of the important South Peruvian zone, is an extremely busy commercial town. For all that, the streets present as strange a panorama as those of any city in the world, with its laden llamas intermingling with automobiles and electric trams. natives from the surrounding countryside are all picturesquely PERU. 68 T

dressed. The climate is delightful, with a mean temperature before sundown of 74° F. and after sundown of 58° F. The weather is ideal between April and September, sun all day and cool at night. There are roads to Lima, Mollendo, Puno and Arica.

The remotest source of the River Amazon, the "Laguna de

Vilafro," is some 90 miles to the north of the City.

The main industries are concerned with textiles, leather, soap and candles, canning, flour, wool, brewing, evaporated and condensed milk.

Clubs:—Club Arequipa; Golf Club; Peruvian-British Cultural Association.

Points of Interest:—Cathedral, founded 1612, largely rebuilt during last century;

La Compañia (Jesuit) Church, built during the 17th Century; Puente Bolivar;

Hospital Goyeneche; the Orphanage; Jardin Lucioni; the Charcani Electric

Plant, in a gorge between Misti and Chachani.

Name.	Address.	Cable.	1	Beds.
Quinta Bates	 Calle Jerusalem 604	 Bates		22
State Tourist Hotel	 Outside City	 Arequipa		40
Hotel Sucre	 Calle Sucre 207	 Hotel Sucre		70
Pensión Wagner	 San Agustin 115	 Wagner		28
Pensión Somocurico	 Calle Sucre 213	 Pensomo :		32
Pensión Brunn	 Sta. Catalina 202	 Pensión Brunn		14
Hotel Maccera	 Mercaderes 231	Maccera		80

Excursions:—Tingo Swimming Bath and Countryside; Tiabaya Valley; Sabandia Swimming Bath and Countryside; then the three famous Thermal Baths surrounding Arequipa; JESUS (½ hour by motor, on the slopes of Pichu-Pichu); YURA (1½ hours by railway and motor, 1 hour by motor, 18 miles from Arequipa, in a small valley on the Western Slopes of Chachani; Hotel, Gran Hotel de las Termas de Yura); SOCOSANI (1½ hours by rail and motor, 1½ hours by motor, 25 miles from Arequipa; a beautiful small valley south-west of Chachani, with a modern hotel; 50 beds, \$/7 a day, including meals and Socosani Water; sports in Socosani; tennis howls)

in Socosani; tennis, bowls).

Sports:—Besides two public Stadiums and a Racecourse, there are several Swimming Pools, Tennis Courts and Golf Links (18 holes). The Arequipa Golf Club welcomes visitors from abroad. Riding is very popular in this town.

Rail:—To Mollendo, daily except Sunday, leave 8.30 a.m., arrive 12.45 p.m.; to Puino, Mondays, Wednesdays and Fridays, with connections to Cuzco via Juliaca on Tuesdays, Thursdays and Saturdays; connections with Lake Steamer to La Paz on Mondays only at Puno.

Taxi Fares: -S.6.00 an hour within the town; S.12.00 in the country. Cables: -West Coast of America Telegraph Co., Ltd. (British), Esquina San Francisco, Moral, 201.

Cuzco, once the capital of the Inca Empire, stands 11,440 feet above sea-level. There are 45,230 inhabitants, largely Indians. Many old families of pure Spanish descent live in and around the town, which is remarkable for its many Colonial churches and convents and for its extensive Inca and pre-Inca ruins. Recently Government archaeologists have excavated widely and disclosed vast areas of hitherto unknown ruins. Laws exist to prevent the export of antiquities-pottery (huacos), mummies, Colonial or Incan silver or gold ware, church furniture, etc., by predatory tourists.

Cuzco, the scene of the rise and fall of the ancient Inca Empire, has for nearly three centuries been a centre of interest for students of civilization, archaeologists, and searchers after treasure. In 1946, archaeologists discovered the remains of Gonzalo Pizarro, halfbrother of the Pizarro who conquered the Incas, and of the two

Almagros, father and son.

The Temple of the Sun stands almost in the heart of the city, a short distance from the main plaza. The mechanical and architectural perfection of this piece of circular stonework is probably with682 PERU.

out equal in the world. Centuries of earthquakes have not disturbed them except for a crack which ruptured the slabs of granite diagonally,

with scarcely any injury to the intersecting joints.

Almost every street in Cuzco has the remains of Incaic or pre-Incaic walls, arches, and doorways. The city itself was surrounded by a wall, enough of which remains to show its course from end to end. Many streets are lined by walls of perfect stonework, now serving as foundations for rude adobe structures. This ancient stonework has one distinguishing feature. Every wall has a perfect line of inclination, toward the centre, from bottom to top. In the language of the stonemason, they are all "battered" walls, with every corner rounded.

Cuzco Cathedral (Renaissance style) was built at the beginning of the seventeenth century. The high altar is covered with silver, and amongst many original paintings is one attributed to Van Dyck. The pulpit of the San Blas Church, the La Compañia de Jesus Church, and the Convent of La Merced, are particularly worth

seeing.

A severe earthquake in 1950 caused extensive damage to buildings. Sacsaihuamán Fortress (Incan ruins on the top of a hill very near Cuzco) is reached by motor-car. The Intihuatana monuments, 80 miles away, are accessible by a good motor road in the Vilcanota Valley. Motor roads are open from Cuzco to Juliaca and Puno, on the shores of Lake Titicaca, and to Lima (600 miles).

Hotel accommodation is limited, but the new Government Tourist

Hotel is said to be excellent.

Hotels:— Name.		Address.	Cable.		Beds.
Ferrocarril	 	Calle Herrajes	Arenas		 30
El Rosedal	 • •	Calle Angosta de Santa Catalina	—	• •	33
Hotel Curse					

Rail:—To Juliaca, Monday, Wednesday and Friday; to Sicuani, Tuesday and Thursday; to Santa Ana, Saturday and Wednesday, as far as Machu-Picchu, passing by Ollantaytambo (60 miles). Both places are on the banks of the River Vilcanota, and contain the most interesting pre-Incan ruins in the continent. Guides to visit the ruins may be hired. The trip to (75 miles) Machu-Picchu, by rail, takes 4 hours; the journey is continued by car to the ruins. There is now a State Tourist Hotel at Machu-Picchu so that the ruins may be explored at leisure.

OTHER TOWNS.

Ascope, in the Valley of Chicama, is 30 miles by rail from Trujillo and 50 miles from Salaverry. There are good motor roads to both places. The main products are sugar—here is the largest sugar estate in Peru—cotton, livestock and fruits.

Hotels are owned by Srs. Alfaro, Alvarez, and Cantuarias.

Ayacucho, capital of the department of Ayacucho, can be reached from the station of La Mejorada on the Huancayo-Huancavelica railway over a motor road. The Lima to Cuzco highway also passes through. Its houses and 33 churches are reckoned well worth the journey, and a week can be spent in the surroundings, which include the historic battlefield at La Quinua. Precious metals are worked in the area, and the Indians of the region carry on agriculture. Altitude, 8,148 ft. Population, 18,190.

Hotel :- Sucre.

Cajamarca, 16 miles by road from Chilete station on the Pacasmayo

RU. 683

railway, a chief town of the northern mountain area (altitude 9,000 ft.), is a centre of mining, grain growing, and of the manufacture of cloth, leather and straw hats. The town is famous as the place in which Atahualpa, last of the Inca Sovereigns, was executed by Pizarro in spite of his offer to fill his prison cell to the ceiling with silver and gold as the price of his ransom. The town preserves its colonial aspect. See the Cathedral and the Church of San Francisco. Nearby are the thermal springs known as the Baths of the Incas. Population, 15,904. Roads to Pacasmayo, Trujillo, and the Rio Maranon.

Hotels:—Amazonas; Grand; Nuevo.

Cerro de Pasco, altitude 14,200 feet, is 228 miles from Callao and 81 from Oroya. It is approached by Central Railway to Oroya and thence by the Cerro de Pasco Railway. A road runs to Lima via Canta, over the beautiful Pass of La Viuda; another to Huanuco and on to Pucallpa; and another to Cuzco. There are large and rich copper mines. The smelting is carried on at one of the largest metallurgical plants in the world at La Oroya. A model village, 200 feet above the mining plant, houses the staff of the Copper Corporation. Population, 19,354.

Hotels: - Venezia; Huallaga; America; Bolívar.

Chala, a minor port, south of Callao, which ships large numbers of cattle from the pampas of the interior. The coast is rocky and a favourite haunt of cormorants. Large numbers of bonitos and seals are to be seen.

Landing :- Shore boat.

Hotels: -- Central; Americano; State Tourist Hotel; Los Angeles.

Chiclayo, capital of the department of Lambayeque, is set on a plain near the coast. It is 9 miles from its principal port, Pimentel, and 13 miles from the port of Eten. The town is the centre of a rice, sugar and cotton district. Population, 60,000. It is laid out with wide and well-paved streets and has a fine square on which fronts the new cathedral, the Municipal Palace, the principal club and the national college. It lies on the Pan American Highway between Tumbes and Lima. A minor road runs to Chongayape, a quaint old town 48 miles to the east. This road goes on, as a trail, to Hualgayoc and Chota, two sierra towns. Another road goes south to Reque and Montsefú, old Indian towns, the latter famous for its hand weaves. There is a jute mill at Chiclayo.

Hotels:—Royal, Astoria, Europa.

Rail:—Ferrocarril y Muelle de Eten from Eten to Ferreñafe, (80 klm.), and the

Ferrocarril y Muelle de Pimentel from Pimentel to Pucalá (42 klm.).

Cables:—All America Cables & Radio, Inc. Agent: Armando Perez Sanchez,

c/o Camara de Comercio.

Chimbote, a port 265 miles north of Callao, is on the Pan-American Highway. A railway (32 miles) runs to Suchiman, and another to Huallanca (Hotel Mejia), 86 miles, where a hydro-electric plant is being installed in the Cañon del Pató. It is an outlet for the anthracite coal mining hinterland and is surrounded by dry pampas, although cotton is received from adjacent plantations. Water is drawn from wells. The port works have been completed; vessels may now go alongside the new pier. Anchorage is good and vessels of the C.S.A.V. bound for Callao call here weekly. The port population is about 15,000. A road is open to Huaraz, Carhuas, Yungay, Caraz and Huaylas. It runs through some spectacular scenery.

684 PERU.

A steel mill is being put up. Power is obtained from the Canon del Pato plant, 80 miles away. The iron ore will be brought north by sea from the deposits at Marcona, near the port of San Juan, 320 miles south of Lima. A railway runs from Chimbote up the Santa River valley, and there are anthracite deposits in the

Hotels: - Pacifico (20 beds); Chimu, 72 rooms, a first-class hotel.

Chincha Alta is connected by rail and electric car with the port of Tambo de Mora, 7 miles away. The population is 12,705. Cotton, wines and fruits are grown and there are local manufacturing industries, including cotton ginning, brandy and wine making, oil milling, and soap. Pan-American Highway to Lima.

Hotels:—Massa (50 beds); Roma; Comercio; Pensión Pachas. Trains:—Twice a day to Tambo de Mora. Fare, 40 centavos.

Eten, a port with an open roadstead, 14 miles by road or rail from Chiclayo, with a population of 3,000. Products: rice, sugar, honey, wax, and hides. Panama hats are made here. There are coastal steamer services to Callao and Guayaquil.

Hotel:—Central.

Rail: To Ferreñafe, Pátapo (daily); to Hacienda 'Cayalti,' (daily).

Huacho, a minor port, 70 miles north of Callao, is the capital of Chancay and the natural outlet for the cotton and sugar grown in the fertile Huaura Valley. P.S.N.C. steamers call frequently, and most of the vessels of the big lines call here regularly. The Northwestern Railway connects Huacho with Lima via Ancón and also with Sayan, and it is on the Pan-American Highway to Lima. There are cotton-seed oil and other factories. Population, 13,202.

Hotels: - Grand Pacific (40 beds); Italaia (18 beds); Panamá (10 beds).

Huancavelica, capital of its department, is 74 miles south of Huancayo, to and from which there is a daily train. Population, 8,000; altitude, 12,500 ft. The main products are mercury, silver, wolfram, cinnabar and wool,

Hotels :- Patiño, America.

Huancayo, capital of the Department of Junin, 77 miles S.E. of Oroya, on the Central Highway from Lima to Cuzco, and served by the Central Railroad, is a town of 20,000 inhabitants at an elevation of 10,690 feet. Both the local mines and the agriculture are important. The town is of uncommon interest to the traveller, with picturesque architecture, a temperate climate, and a Sunday market largely attended by Indians from the surrounding districts.

Hotels:—State Tourist Hotel; Internacional.

Excursions to the Convent of Ocopa: to the Geophysics Institute, and Saturday fair at Chupaca; to the typical sierra townships of Huayucachi, Cachas, Pucará, Sapallanga, and La Punta.

The Central Railway has now a daily non-stop express train between Lima (Desamparados Station) and Huancayo. These trains are considerably faster and

more comfortable than the ordinary mountain trains,

Huanuco, the capital of its department, is on the Upper Huallaga, 68 miles from Cerro de Pasco. It is a rapidly growing mining town, and the agriculture of its district is extensive. Population, 10,000; altitude, 5,945. It is on the Callao-Cerro de Pasco-Huanuco-Tingo Maria-Pucallpa road.

Hotels:-Fiume; Inca; State Tourist Hotel.

Huaráz, capital of the department of Ancash, altitude 9,932 feet, on the Santa River, 216 miles from Lima. It can be reached from Chimbote by railway to Huallanca (Hotel Mejia) and the rest by motor car. Two roads branch off the Pan-American Highway to

Huaráz, one at Paramonga and the other at Casma (80 miles). From Casma across the Cordillera Negra takes about 8 hours by motor car. The town has a lovely background formed by the snow-capped peaks of Huandoy, Huascaran, San Cristóbal and others in the distance. Silver, cinnabar, coal, and potatoes are the local products. The town is largely frequented by Indians. The population is 11,628. Hotels:—Central; Drago; Sud America; Genova. Six kiloms. from Huazaz is the Hotel, Termas de Monterrey.

Ica, capital of its department, stands on the Ica River, 180 miles from Lima. It is the terminus of the 46-mile railway to Pisco, a port serving a series of fertile valleys. Three summer resorts, Huacachina (Hotel Mossone), La Guega, and La Victoria, are near at hand. Population, 21,280. The town lives by its cotton fields, vineyards, and sheep farming. There are a number of factories, including ginning mills, wine vaults, textile and oil mills. The Pan-American Highway runs through.

Hotel: -Borias: Imperial: Bolivar.

Ilo is a small port 53 miles south of Mollendo, with a population of 2,000. Sixty miles of standard-gauge Government railway and a road across the barren pampa connect the port with Moquegua, to which there are trains twice a week. The district produces olives, figs, wine and cotton. There is a weekly call by the C.S.A.V. and C.P.V. coasting vessels.

Hotel:-Central (20 beds).

Iquitos, capital of Bajo Amazonas de Loreto, stands upon the left bank of the Upper Amazon, 2,300 miles from the mouth and 1,200 from Lima. It can now be reached from Lima by air, daily, or via the Pucallpa Highway and steamer. (There is a bus from Lima to Tingo Maria, but a private car must be hired, or a lift begged, from Tingo Maria to Pucallpa. The river journey takes

It has steamship connection with Manaos and Pará, by which route it is generally reached. Regular fortnightly connections are made by launches between Iquitos and Yurimaguas, on the river Huallaga. The town is 350 feet above sea-level, with wide, but ill-kept streets, good plazas, and some ambitious buildings. population, at one time higher, is estimated at 40,000. Industries include saw-milling, cotton-ginning, and the preparation of rubber. Cotton, tobacco, rubber, timber, cubé, balata, and ivory nuts are exported.

The Pucalipa Route: -- Iquitos can also be reached from Lima by bus to Huánuco and Tingo Maria, private car (or lorry lift) to Pucallpa, on the Ucayali River, thence by steamer to Iquitos (5 or 6 days, S.85 first class, with cabin and food). Planes fly to Iquitos from Lima, and from the mouth of the Amazon. Planes also fly between Iquitos and Maldonado on the Madre de Dios river, 800 miles

to the south.

Hotels:—Malecon, rooms only; Alhambra; Tourist Hotel. Shipping:—Booth Line to Liverpool and New York.

Cables: -All America Cables & Radio, Inc. Agent: Michael Besso, Morona 16.

Iuliaca, 189 miles from Arequipa, at an altitude of 12,550 ft., on the Southern Railway, is the junction for Cuzco (210 miles), and Lake Titicaca (30 miles). (Trains for Cuzco leave Tuesdays, Thursdays, and Saturdays, 9.15 a.m.; arrive 6.15 p.m.). The population, mainly Indian, is 6,770. Wool and hides are collected

at this centre. Motor roads to Cuzco, Puno, Arequipa and numerous other towns.

Hotels: -Mr. Mitchell's English Boarding House; Ratti.

Mollendo, the terminal of the Southern Railway, is the port of Arequipa (107 miles) and a chief gate for Bolivia. The roadstead is open and liable to disturbance by storms. Landing is by shore boat. The town is not imposing in appearance, although it is the main port for Southern Peru. Population, 15,000. Principal export, wool.

South-bound passengers wishing to see the interior of Peru and Bolivia disembark at Mollendo and go via Lake Titicaca to La Paz. They can return to the Pacific coast at Mollendo, Arica or Antofagasta, or proceed to Buenos Aires (2,100 miles). The voyage southbound can be continued by another vessel, or possibly by the

same steamer caught on its northbound voyage.

A shorter trip can be made by the Southern Railway to Arequipa, and on via Juliaca to Cuzco, the most ancient city upon the Southern continent, with magnificent temples, churches, and Inca ruins. The journey is varied and interesting, more particularly the beautiful scenery as Arequipa is approached. There are motor roads to Arequipa and Moquegua.

A new port has been built at Matarani, 9 miles to the north, from which a railway has been built to La Joya, on the Southern Railways. Matarani is protected by two breakwaters, and can dock three

steamers at a time.

Landing:—Motor launch.

Hotels:—Plaza, soles 10; Buropa; Salerno.

Rail:—To Arequipa, daily except Sunday. For Arequipa to Puno, Cuzco, etc., see under Arequipa. Mollendo, via La Paz, to Buenos Aires.

Steamers:—3-weekly to Liverpool. An outward and homeward port of call for all P.S.N.C passenger vessels; P.S.N.C. steamers to New York, via Bermuda; also to Montreal (Canada) via Bermuda; 3-weekly sailings to New York via Havana, Key West or New Orleans; there are other sailings to north and south weekly by local steamers. Grace Line have 3/5 sailings north to New York and south to Valparaiso each month.

Cables: - West Coast of America Telegraph Co., Ltd. (British), at Railway Station.

Moquegua, the terminus of the standard-gauge railway from Ilo. is 60 miles from that port. The principal local products are wines, olives, oil, cotton, fruits, copper and lead. Population, 3,885; altitude, 4,500 ft. Motor road to Mollendo, Ilo and Tacna.

Hotels :- Central, Union, Limonares.

Oroya, 137 miles inland from Callao, at the junction of the Cerro de Pasco and the Central Railways, is the seat of the large copper smelting plant of the Cerro de Pasco Corporation, and the home of a number of American mining officials. The town is at the fork of the Yauli and Mantaro Rivers at an altitude of 12,180 ft., and has 14,935 population. Copper ore from the Yauricocha mine is taken to the smelter at Oroya over a 10 mile aerial tramway and a 50 mile railway. Roads to Lima, Cerro de Pasco, San Ramón, and Cuzco. To Lima, across the Andean Divide (15,655 feet) is 5 hours by car. Hotels:-Junin; Mauro; Wilson; Mercantil.

Pacasmayo, 65 miles north of Salaverry, has a good pier, and exports rice, cotton, silver, hides and copper. A short railway runs into the interior to Guadeloupe and Chilete (105 kilom.). A short road connects with the Pan-American Highway at San Pedro. Callao

steamers call. Population, 4,500. Hotel :- Ferrocarril.

Paita, a port of Northern Peru exporting cotton, hides, skins and Panamá hats from near-by Catacaos. The population is only 6,958, but it ranks third in importance in Peru, for it taps the chief cottongrowing districts. The town has an old-fashioned Spanish appearance, and is worth seeing. The buildings are mostly of wood. Though near the Equator, the climate is healthy. Its ancient church contains a miraculous statue of the Madonna. Water is brought to the town by rail. Roads run along the coast and inland.

Hotels:—Pacifico; Victoria; Pension Ricardo Seminario.

Excursion:—Piura, 60 miles by rail, or 40 by motor road, was founded three years before Lima, and is the capital of one of the richest districts on the coast.

Shipping:—Outward and homeward port of call for all P.S.N.C. passenger

vessels. To Guayaquil fortnightly; weekly coastal service to Callao. Grace Line weekly sailings north to New York and south to Valparaiso each month.

Cables:—All America Cables & Wireless, Inc. Agent: Arturo A. Pallete,

Plaza de Armas._

Pimentel, a major port to the north of Eten, serves its district for the export of sugar, etc. It is also a favourite summer resort, with a broad, sandy beach. Coastwise steamers call. It is reached from Chiclayo (13 kiloms.) by a good road which branches off from the Pan-American Highway, and by electric trains. There are motor services to Piura (10 hours), Pacasmayo (4 hours), and Trujillo (10 hours). Population, 15,000.

Hotels :- Comercio ; Victoria.

Pisco, a major port 130 miles south of Callao, is on the Pan-American Highway and taps an agricultural hinterland. Passengers by ship going north see a green valley and bright vegetation, a welcome relief from the general barrenness of the coast. The town is divided in two. Pisco Pueblo remains faithful to its colonial past. It is still an old-world town—clustering round a typical Spanish plaza. Pisco Plaza is modern and industrial, the third most important export port in Peru, depending mainly on the cotton, grape, and wine from the Chincha, Pisco, and Ica valleys. There is a railway to Ica (45 miles), and a regular motor service over a good road to Lima and southwards. Population, 6,000. Pisco is an alternative airport for Limatambo when the weather does not permit landings at Lima.

On the Paracas Peninsula, 20 miles south, there are pre-Incaic and Inca remains. One city, buried in sand, and provisionally named Cerro Colorado, is supposed to date from 1000 B.C.; another, Cabeza Larga, from 500 B.C.; and there is a third, an Inca City, near-by. The remains include a curious series of bottle-shaped burial caverns, gold ornaments, ceramic pieces, and textiles. The modern Hotel Paracas, facing Paracas Bay, 15 kiloms, south of Pisco, is a good centre for exploring the peninsular. The Hotel provides tennis, golf, and an open-arm swimming pool. There is excellent sea-bathing and fishing, and sailing boats are for hire.

Hotels: - Paracas; Pisco; Humberto; Gran.

Piura, 60 rail miles inland from its port Paita, and about 40 by road, is the oldest Spanish settlement, for it was founded upon another site by Pizarro in 1532. It has many buildings of the colonial type, and is the home of several old Spanish families. water supply is poor. It is the heart of the main cotton belt in Peru. Population, 23,000. A network of roads connects it with the Pan-American Highway and with many towns to the north-east.

Hotels:—Colón; State Tourist Hotel, 32 rooms. Rail:—Paita and Piura Railway. Cables:—All America Cables & Radio, Inc. Agent: Miguel M. Temple, Calle Apurimac 371.

Puerto Chicama (formerly Malabrigo) is the shipping point for sugar grown in the Chicama Valley. A light railway runs to Ascope (for Trujillo), and to the Casa Grande sugar estates, six times a week. On the Pan-American Highway.

Hotels: - Gracey (8 beds); Popular (10 beds).

Puno, capital of the department, altitude 12,648 feet, population 15,880, stands on the north-west shore of Lake Titicaca, 218 miles from Arequipa, 820 miles from Lima, and 171 from La Paz, Bolivia. From the mole at Puno lake steamers leave for Guaqui, en route for La Paz, on Monday, arriving at Guaqui on Tuesday morning. A train for La Paz connects with the steamer at Guaqui. Motor roads are open to Cuzco, Arequipa, and southwards to Guaqui.

Hotels:—Ferrocarril (74 beds), S4; Nava (8 beds), S3; State Tourist Hotel; El Extra; Velazco.

Rail:—Southern Railway. Trains for Mollendo leave Tuesdays, Thursdays and Saturdays, 8.00 a.m., arrive Arequipa 5.35 p.m., leave Arequipa daily 8.30 a.m., arriving Mollendo 12.45 p.m. Night train leaves Puno Friday, 9.35 p.m., arriving Arequipa 6.45 a.m. Saturday.

Quilca, 34 miles by sea north of Mollendo, is a smooth-water port, deep, well protected and safe at all times, but suitable only for small vessels and tugs. It has a good wharf for cargo. It is served by weekly services from Mollendo. A road through Camana connects with the Pan-American Highway. The port serves the Camaná Valley, a centre of the cotton-growing industry. Sugar is grown in moderate quantities. Other products are cereals, wine, and cattle. The population of the valley, 20 miles distant over a steep hilly coast road, is from 8,000 to 9,000.

Salaverry, a port with a population of 5,000, is connected by Pan-American Highway and rail with Trujillo (9 miles), with which it has a considerable trade. It serves for the export of sugar from the Hacienda "Cartavio" and others. The roadstead is open and ships discharge into lighters.

Hotel: -- Americano.

Steamers: - Weekly to Cristóbal, Guayaquil and Ilo, and weekly to Valparaiso, fortnightly to New York. Grace Line have 3 steamers south to Valparaiso each month.

Rail: To Trujillo five times daily.

Sicuani, on the road and railway from Cuzco to Juliaca (123 miles), has a population of 15,000, and is the centre of an agricultural and pastoral district. Altitude, 11,650 ft. The market place is picturesque.

Hotel :- Lafavette.

Sullana, 38 miles from Paita on the Paita-Piura railway, in a corn and cotton growing district, has a population of 12,000. district is one of the few remaining sources of cinchona bark. the centre of a network of roads, two of them to Paita and Piura.

Supe, a small port 90 miles from Callao and 20 miles from Huacho (to which it is connected by rail), has a population of 6,000, and exports sugar, cotton, and cattle. It is connected by rail and Pan-American Highway with Lima. The district is served by short lengths of railway extending inland to Barranca, Paramonga, Pativilca and San Nicolás. A motor-bus runs to Huacho, San Nicolás, and Historic ruins (Paramonga Fortress) are near Supe.

Hotel: -- Venezia (10 beds). Steamers: - Weekly to Valparaiso.

Tacna, capital of Tacna province; altitude, 1,800 feet; population, 11,358; is an agricultural centre, 40 miles by rail from Arica. The Campo de la Alianza, scene of a bloody battle between Chilean and Peruvian-Bolivian forces (1880), is on the heights above the The soil is fertile, and fruits and flowers abound. Tobacco is grown in the vicinity, and sulphur is mined. The houses are thatched as protection from the heat, and are chiefly single-storeyed buildings in the colonial style, ornamented richly by carvings. Tacna is frequented by Indians from the Bolivian highlands, with their llamas. There is a daily train to Arica and 'bus services. Motor road through Moquegua to Lima.

Hotel:—Quinta Quevedo; Raiteri (30 beds). Cables:—All America Cables & Radio, Inc., Calle San Martin 482.

Talara, 40 miles north of the port of Paita, a chief centre of the petroleum industry, owes its development to the Canadians. Water is brought by a 40-mile main, and drainage, gas, and electricity have been supplied. Oil is pumped about 14 miles from Lobitos to this point for refinement. Population, 20,000. Asphalted roads to neighbouring towns.

There is excellent sea fishing at the small port of Cabo Blanco, 34 miles to the north. Black marlin, striped marlin and broadbill swordfish can be caught in the same waters. The largest fish ever taken on a rod (a black marlin weighing 1,135 lb.), was caught here

in 1952.

Hotel :-- Royal.

Tambo de Mora, a small port 12 miles north of Pisco, has a population of 2,000. Cotton, cotton-seed oil and oil cake are produced, and north-bound P.S.N.C. steamers call during the cotton Ships of the Chilean Line and Peruvian Steamship Co. call about every 10 days. The harbour is an open roadstead. discharge by lighters. It is connected to the Pan-American Highway.

Hotels:—Massa (40 beds); Globo (10 beds). Rail:—Trains twice daily to Chincha (7 miles).

Tarma, 30 miles from Oroya upon a good motor road and 10,000 feet above the sea, is noted for its healthy climate and the beauty of its situation. Grain and potatoes grow in abundance, copper and silver are mined, and livestock is raised in the neighbourhood. Population, 7,860.
Hotels:—Daneri's; State Tourist Hotel.

Trujillo, capital of the department of La Libertad, has a population of 41,589, and stands at an altitude of 200 feet on the Moche River, 300 miles by Pan-American Highway from Lima and 9 from Salaverry. It was founded in 1535 by Pizarro, and is the third largest city in Peru, ranking only after Lima and Arequipa. atmosphere of Colonial and Conquest days still hangs about Trujillo. It is a city of old churches and graceful colonial balconies and windows. It has an ancient University, and besides the Cathedral, there are ten or more large churches dating from Colonial days. Like many Italian towns it seems to have been able to absorb the tide of modern commerce without losing its distinctive flavour.

It is increasing in importance with the extension of copper-mining. The sugar crop of the district represents about half that of the Cocaine is manufactured, there is a large knitting factory, several tanneries, a large brewery, and rice mills. See the notable

Larco Herrera museum of Peruvian antiquities, on the Hacienda Chiclin, a few miles north of Trujillo on the Pan-American Highway.

Chiclin, a few miles north of 1 rujillo on the Fan-American Fiighway.

Rail:—Trujillo Railway to Salaverry.

Hotels:—Americano; Nuevo; Jacobs; Italiano; State Tourist Hotel.

Cables:—All America Cables & Radio, Inc. Agent: Victor Arenas, c/o

Northern Peru Mining & Smelting Co., Plazuela de la Merced.

Four miles west of Trujillo, stand the ruins of Chan-Chan, the imperial city of
the Chimu Empire (overcome by the Incas circa 1400). The dilapidated city walls
enclose an area of eleven square miles containing the remains of palaces, temples,
streets, houses, gardens and a canal. The adobe walls bear well-preserved moulded
decorations in artistic patterns, and painted designs have been found on pottery
uncarthed from the debris of a city ravaged by floods, earthquakes and treasureseekers. The ruins can be reached from Trujillo by car, and there is ample time
for a visit when the steamer stays the whole day at Salaverry. There is a museum of for a visit when the steamer stays the whole day at Salaverry. There is a museum of the treasures unearthed at near-by Chiclin.

Tumbes, occasionally visited by coasting steamer, is the most northerly Peruvian port. It is on the Tumbes River, has some 8,000 inhabitants, and is a somewhat squalid and depressed centre for charcoal burning and tobacco growing. Here Pizarro landed for his conquest of Peru. It is the point from which the Pan-American Highway starts.

Hotels :- Oriente ; State Tourist Hotel.

PHYSICAL FEATURES.

The name Peru, given to the country by the Spaniards in the sixteenth century, and of uncertain origin, is said to have originated from the misrendering of an Indian word "Pelu" (=river). The existence of such an Indian name has been doubted.

The 482,440 square miles of Peru are divided naturally into three

well-defined regions :--

(I) The narrow coastal strip between the Maritime Cordillera and the Pacific. 25 to 50 miles wide, arid and sandy, but intersected by fertile valleys. Irrigation has converted some of it into Peru's main source of cotton, sugar, rice, fruit and

vegetables.

(2) The Sierra or Andean region, 200 to 250 miles wide and at an altitude of from 4,000 to 20,000 ft. The larger mining cities are in this zone. Western Peru, the developed part of the country, is divided more precisely into four regions: Puna, or plateaux and great altitudes; Sierra or foothills; Quebrada or lower slopes, broken by gorges; and the Coastal plain. It is on the Sierra that the main cereal crops (wheat, maize, barley and oats) are grown.

(3) The Montaña includes the heavily forested tropical eastern slopes of the Andes and the lowlands of the Amazon basin. This zone, half of all Peru, is sparsely populated; contact with Lima is mainly by air. Its natural outlet is the Amazon.

The coast line is about 1,400 miles. Of the numerous islets may be mentioned Foca, San Lorenzo, San Francisco, Lobos de Tierra, and Lobos de Afuera, which possess rich deposits of guano. Piura, the great desert-region of the coast, extends for 200 miles from the gulf of Guayaquil to the Morope Valley, and here rain falls at intervals of three and four years. The second section of the coast country, also about 200 miles long, includes several wellwatered valleys. In a third coastal section is the River Santa, which, rising in the Lake of Conococha nearly 13,000 feet above sea-level, has a course of 180 miles. The fourth section, of some 300 miles, contains the great valley of Cañete, famed for its cotton. The fifth, the Arequipa and Tacna area, covering 350 miles, includes numerous fertile valleys.

The great Cordilleras of the Andes enter Peru from the south in two separate chains; one from Bolivia and the other from Chile.

These two unite together near Lake Titicaca, forming the Nudo de Vilcanota (Vilcanota Knot), 17,380 ft. Here they again separate into two chains: Western and Eastern, and come together once more near Cerro de Pasco (Pasco Knot). Continuing northwards they are divided into three parallel ranges: Western, Central and Eastern. The Western and the Central finally join in Lota (Ecuador), whilst the Eastern chain, losing altitude, joins the Central Cordillera.

The Western Cordillera is the highest, and from it many rivers flow to the Pacific. The higher peaks include Chopicolqui, 22,000 ft.; Hauandoy, 21,300 ft.; Hualcan, 21,000 ft.; Autison Raju, 20,300 ft.; Chachani, 21,220 ft.; Vilcanota, 17,380 ft.; Pichu-Pichu, 18,600 ft.; Coropuna, 21,700 ft.; Solimani, 20,700 ft.; Sarasara, 20,300 ft.; and Huascaran, 22,000 ft., the highest mountain in the country. In the Eastern Cordillera the chief peaks are Azungate, 21,000 ft.; Soiroccocha, 18,600 ft.; and Salcantay, 17,100 ft. The mountain region includes plateaux, of which that enclosing Lake Titicaca is the chief. The gorges cut by streams in the mountains are known as "pongos."

Lakes:—In addition to Titicaca (5,500 square miles), the lakes include Chinchaycocha or Junín, near Cerro de Pasco, measuring 37 by 7 miles, and Lauricocha, sometimes described as the source of the River Amazon, 14,270 feet above sea-level. Lake Pun Run, in the province of Junín, is 14,200 feet above sea-level. Titicaca is the largest lake in South America.

The great rivers of the Peruvian sierra are the Marañon, the Huallaga, and several tributaries of the Ucayali. Most of these run through great gorges in a tropical climate; above them is a comparatively temperate zone, and, still higher, a cold and freezing plateau. The tropical forests at the foot of the Andes are traversed by navigable streams. The Marañon and the Huallaga unite, and are joined by the Ucayali, all forming part of the upper waters of the Amazon. The forests traversed by these rivers form the northern section of the Peruvian montaña. The southern half has rivers coming from the Eastern Andes, which help to form the Madre de Dios. This fertile region covers 800 miles from the Marañon to the frontier of Bolivia, and divides itself naturally into the sub-tropical forests east of the Andes and the tropical forests in the plains of the Amazon. There are 58 rivers flowing to the Pacific.

The climate varies greatly according to the altitude. Along the Pacific coast it is semi-tropical, cool all the year round on the inland plateaux, and very hot in the eastern Amazon district. There is practically no rain on the coast, but the heat is moderated by the Humboldt current. At times in the winter, when heavy fogs come inland from the Pacific, the coast is cool. Inland, at the foot of the Andes, temperatures are often much higher than on the coast. There is some summer rain on the western slopes of the Andes and in the high plateaux, and very heavy rain in the Montaña. The dry season is November-April; the wet season May-October.

Colonization:—Attempts have been made to populate the vast tropical region in the eastern portion of the country. The most important scheme is for the settlement of 12,500,000 acres in the

district between the Huallaga and Ucayali Rivers, now tapped by a main road from Lima. Another plan is for the settlement of 3,000,000 acres near the Satipo River. On the Perene Colony, 10 miles north of La Merced, coffee, fruits and fibres are grown with Indian labour. The colony is connected by a motor road, 100 miles long, with Oroya. The Peruvian Corporation own the property.

A PERUVIAN CALENDAR.

- Pizarro and Almagro begin the occupation of Peru. The Inca Atahualpa defeated and captured by Pizarro. Execution of Atahualpa. Capture of Cuzco by the Spaniards.
- 1533.
- 1535. City of Lima founded. 1541. Assassination of Pizarro.
- 1551. Antonio de Mendoza made Viceroy.
- 1560. First olive tree planted in Peru.
- 1567. Jesuits arrive in Peru.
- 1570. Tribunal of the Inquisition founded.
 1571. Execution by the Viceroy of "the last of the Incas," Tupac Amaru.
 1574. System of galleons introduced.
 1574. Drake harries the coast.
 1582. System of runner posts introduced.
 1796. Ambrose O'Higgins made Viceroy of Peru.

- 1819. Navy organized for the liberation of Peru, under Lord Cochrane, arrives off
- Callao. 1821. San Martin proclaims the independence of Peru.
- José de la Riva Aguero elected first President. 1823. 1824. Battle of Ayacucho. Bolívar elected President.
- General de Lamar succeeds Bolívar. 1827.
- 1828.
- Constitution promulgated. War with Colombia. Lamar deposed. 1829.
- Santa Cruz intervenes in Peru and establishes the Peru-Bolivian Confedera-1835.
- 1839. Peru-Bolivian Confederation defeated by Chile.
- 1846. Exportation of guano begun.
- Unsuccessful invasion of Peru by the Bolivian General Ballivián. 1847.
- 1855. Slavery abolished.
- 1866. Peru joins Chile, and declares war on Spain. Callao bombarded.
- 1868. Treaty of peace with Spain.
 1876. Peruvian-Brazilian frontier dispute settled.
 1879. Outbreak of the Nitrate War.
 1881. Lima occupied by the Chileans.
 1884. Peace signed with Chile.

- 1884-5. Insurrection under General Cáceres.
- 1886. General Cáceres elected President.
- 1892. Great fire at Callao.
- 1895. Lima besieged by insurrectionists. General Pierola elected President.
- 1929. Tacna Arica dispute settled.
- 1930. Bolívar Centenary. President resigns.
 1932. Difference with Colombia over Leticia territory.
- 1933. Assassination of President Sanchez Cerro. New Constitution.

- 1934. Leticia dispute ended.
 1935. Fourth Centenary of Lima.
 1942. Boundary settled with Ecuador.

POPULATION.

The population, was estimated at 8,428,292 in June, 1952. Of these about one-half is of pure Indian stock; the tribes of the Amazonian region number about 350,000. White or mixed races account for 52.9 per cent., but the ruling class of Spanish descent is not more than 500,000. There are 29,054 Negroes, 41,945 Chinese and Japanese, 2,250 British residents, and 3,080 from the United States.

Life at High Altitudes:—The effect of life at such altitudes as

15,000 feet has been studied in the High Andes. Professor Barcroft of Cambridge, examining native boys engaged in heavy labour at the mines, found their stature small, their chest development great, "their ribs standing out like ribs of a barrel." Their blood, containing an unusual number of red corpuscles, was specially adapted for picking up the relatively small amount of oxygen in the air. European engineers long resident at these heights undergo a similar adaptation, but suffer a certain loss of vigour.

Native Indians:—The Aymara and Quechua peoples are the two chief native Indian races. The former inhabit the borders of Lake Titicaca and the mountain plateaux, and the other the lowlands. The races differ greatly in character. The Aymara is fierce and bold, of medium stature and great strength. He endures extreme cold in comfort, and is a wonderful walker. The Aymaras are copper-coloured or olive-brown, and make good soldiers.

The Quechua is lighter in colour, and his character is docile. He is very strong, and the women are said to be stronger even than the men.

Social insurance legislation in Peru provides for compulsory health, maternity, old age, invalidity, and death insurance for obreros (workmen) earning up to 9,000 soles annually, and for empleados (white-collar employees). The law applying to obseros requires that contributions be paid amounting to 6 per cent. of wages by employers, 3 per cent. by obreros and 2 per cent. by the Government. Social insurance for obreros is administered by the Caja Nacional de Seguros The law applying to empleados temporarily fixed contributions at 3 per cent. for employers, 1.5 per cent. for empleados, and 0.5 per cent. for the Government. Social insurance for empleados is administered by the Cuerpo Organizador del Seguro Social del Empleado. Empleados, after 4 years of service with the same employer, are also entitled to life insurance at the employer's expense.

GOVERNMENT.

President : General Manuel A. Odría.

President of Council, Minister for War General Zenon Noriega.

Foreign Affairs Dr. Ricardo Rivera Schreiber, K.B.E. Interior Col. Augusto Romero Loro.

There are nine other ministries.

A new constitution was promulgated on April 9th, 1933. Legislation is vested in a congress composed of a Chamber of Deputies elected by direct suffrage, and a functional Senate. The number of Deputies and Senators is fixed by law. The Chamber of Deputies and the Senate are elected for a period of five years. The President, to whom is entrusted the Executive Power, is elected for six years and may not be re-elected until after one Presidential term has passed. Male citizens over 21 and able to read and write are eligible to vote. Registration and voting are compulsory up to the age of sixty.

ADMINISTRATION.

There are twelve judicial districts in which justice is administered by superior and minor courts, and there is also a Supreme Court at Lima, the judges of which are chosen by Congress.

The 23 departments are divided into provinces (114 in number) and the provinces into 873 districts. Each department and province

is administered by a Prefect and Sub-Prefect.

The army upon a peace footing numbers 15,000. The navy includes cruisers, destroyers, submarines, a river flotilla and auxiliary vessels. Both army and navy have aviation branches.

The Constitution guarantees complete religious liberty. The religion of the Republic is Roman Catholicism. The churches and convents are protected by the State. Lima is the seat of an archbishop, under whom are 13 bishops. Civil Marriage is obligatory and absolute divorce has been established.

The language is Spanish, but the Quechua and Aymara dialects

are spoken among the Indian population.

NATURAL RESOURCES.

Although only 1.5 per cent. of Peru's superficial area of 1,250,000 square kilometres is cultivated, 62 per cent. of the country's active population is engaged in agriculture. Most of the cultivation is in the irrigated coastal lands. The index for the production of foodstuffs

(pre-war=100), has now reached 143.

Cotton is indigenous and is cultivated in 35 of the coastal valleys and a few inland districts. Four chief varieties are grown, greatly differing from each other in their general characteristics: Tangüis (83 per cent. of exports), resistant, white, and lustrous, grown in Ica and elsewhere; Pima, from Piura, longer than Tangüis, fine and supple; Alcala and Delfos, mostly from Piura. Sea Island and Sakel varieties are grown upon a smaller scale. Britain takes

40 per cent. of the exports.

Cotton is grown on about 200,000 hectares. The greater part of the crop is obtained from the southern coastal valleys, where a rich alluvium is deposited by the melting snows of the Cordillera. Pisco is the principal point of export here. The main picking seasons are earliest in the northern valleys, where they extend from January to May. From Lima to Pisco picking is from April to August or September. The Ica district yields a small summer and a larger winter crop. Probably 40,000 labourers are employed upon the large estates and in addition there are many thousands of small cultivators. Increased irrigation promises to enlarge the acreage under cotton in the coastal area and cotton might be grown upon large tracts in the Amazonian region. Production was 2,000,000 quintals in 1952—the highest for ten years. Cotton is 29 per cent. of the total exports by value.

Internal consumption is estimated at 20,000 m. tons. Exports: 1951—61,753 m. tons, value S1,289 millions; 1952—82,835 m. tons,

value \$1,060,813,373.

Cotton seed and its derivatives, oil and cake, are an important national industry.

There are 20 cotton seed mills near Lima and in the provinces. Sugar, the second agricultural crop, is grown along the coast and in the deep valleys of the Andes. The Chicama Valley, north of Trujillo, is first in importance, the Lambayeque Valley, near Pimentel second, and the neighbouring Santa Catalina Valley, third. There are important sugar estates in the Carabayllo Valley, on the Lima-Ancón railway. The Saña Valley, near Eten, the Pativilca, near Supe, and the Nepeña, near Samanco, are all considerable sources. There is no time of year when planting and harvesting cannot go on, and the sugar mills grind the year round. Conditions of soil, climate, labour, cost of production and freedom from disease are exceptionally favourable. The area under cane is about 50.830

hectares. Large estates are the rule, and it is computed that to estates raise about 95 per cent. of the total crop (496,000 m. tons in 1951-52). About 189,000 m. tons are locally consumed. Sugar accounts for 21.4 per cent. of Peru's exports.

About 15,000,000 litres of sugar cane spirits are produced annually

and used partly for the production of good liquors.

Exports: 1951—271,258 m. tons, value \$520.5 millions; 1952—284,823 m. tons, value \$506 millions. Molasses export was valued at \$5 millions.

Rice, grown in the Lambayeque Valley, Pacasmayo and Piura, by methods capable of improvement, is planted upon 47,100 hectares and hulled in local mills. The rice crop in 1951-52 was 240,000 m. tons. Consumption is about 107,000 m. tons a year. Exports, 1952—10,000 m. tons.

Wheat is grown upon the higher lands, generally without irrigation. The crop of about 165,000 m. tons, from 106,000 hectares is consumed locally. Home consumption is about 205,000 tons a year, so that imported wheat is used upon the coast. Experimental stations have been opened for the improvement of the yield. Quinua, (30,000 m. tons), called "Peruvian Wheat," is grown upon the higher lands and mixed with imported wheat to make a very good bread. Barley (143,000 m. tons), thrives at 12-14,000 feet, and together with quinoa forms a staple food of the Indians of the sierra. Maize or "Choclo" (404,000 m. tons), grows at all elevations up to 13,000 feet, and yields heavy crops in the Arequipa district.

Vegetable gardening is encouraged by grants of guano manure at reduced prices. Green vegetables grow freely near the coast and inland and realize good prices in Lima. Peas and beans of many varieties are widely distributed. The root crops are large and potatoes do well at all altitudes. In the warmer regions mandioca

or "Yuca" is cultivated by Indians.

Fruit-growing:—The Urubamba Valley, near Cuzco, is one of the best-favoured districts and is famous for its pears. Strawberries are grown for market near Lima. Date-palms flourish between Pisco and Ica. Excellent oranges are grown near Palpa. Bananas are imported from Ecuador, although the Peruvian coastal valleys are suitable for their culture. The excellent grapes of Southern Peru ripen when the markets of the northern countries are short of supplies. Olives and figs do well in the southern valleys. Arequipa guayabas are famed. Peaches, pears, plums, quinces, and apples all grow on the sierra. Raspberries and blackberries are native to the Andes. Fresh pineapples are exported to Chile. The opportunities of improving the qualities of these fruits deserves attention.

Among fruits not often found elsewhere are the highly perishable chirimoya, or custard apple, the sugary lùcuma, the níspero del Japón, or loquat. The capuli, or wild cherry, grows on the roadsides

of the higher Andes.

Vines are cultivated in Chincha, Majes, Ica, Lima and Moquegua on 7,000 hectares. White and red wines are produced (22,400,000 litres about), as well as about 2 million litres of piscos, or pure grape spirits.

Coca is grown in the Cuzco, Ayacucho, and Huánuco districts.

Coca in the leaf is consumed locally by the Indians, but cocaine is made at Huánuco and Trujillo. There is a considerable export of both cocaine and of dried leaves to Europe and the U.S.A.

Coffee from the coastal valleys, some sierra districts and points in the eastern montaña is consumed locally and leaves a small surplus for export. The Perene Colony, a main centre of production, is becoming an important source of high-class coffee. Plantings have also been made on a fairly large scale along the banks of the Putumayo, and there are small annual exports through Iquitos. Production is about 6,000 m. tons from 27,181 acres. Export, 1951—2,202 m. tons, value S36 millions; 1952—2,582 m. tons, value S47.7 millions.

Cacao is mainly grown in the Cuzco district, but does not amount to more than 200-300 tons per annum. About 200,000 cacao trees have been planted in the Perene region, and there are plantations near Pevas, on the Amazon, and in the Huallaga hinterland.

There are 1,200 hectares under Tea in Peru, with an annual output of some 300,000 kilos to meet a local consumption of 500,000

kilos.

Tobacco is a State monopoly, and may only be grown lawfully under licence. The quality is irregular, and both leaf and manufactured tobaccos are imported. Experiments with Cuban and other varieties are going on in Tumbes and in the Tingo Maria districts, in the hinterland of the Huallaga River. Production is about 1,835 m. tons; consumption is 1,982 m. tons.

About 16,000 m. tons of vegetable oil is produced annually, mostly from cottonseed. Sunflower seed yields between 250 and 300 m. tons a year, and small amounts of peanut oil are extracted.

Olives grow in the Moquegua Valley to an estimated total of 1,000 tons a year. They are also grown in the valleys of Camaná, Vitor, Ilo, and Azapa. Oil extracted from them at Ilo is used for cooking in all parts of the country, and is also used for the manufacture of soap at Ilo, Arequipa, Callao and Lima.

Castor oil is produced in Paita province from beans cultivated in the Department of Piura. The plant grows wild throughout the cotton districts. There are small exports of spices—chili pepper and aniseed.

Flax fibre is grown and there is a processing plant at Barranca. Hemp, too, is now grown. Flax fibre and tow are exported.

Irrigation was practised before the Conquest. It is indispensable in the rainless coastal region, and necessary to secure an even supply of water on the mountain slopes. The work is supervised by the Comisión Tecnica de Aguas. It is due to artificial irrigation that agriculture has become the chief source of wealth. About 200,000 hectares are irrigated within the coastal zone.

About 20,000 acres of desert in the Cañete valley have been fertilized by the Pampas Imperial irrigation scheme. The Government has brought under irrigation about 100,000 acres in Piura and Lambayeque departments at a cost of £5,000,000. About 20,000 hectares of the Pampas of La Joya, near Arequipa, and of Yauca in the Department of Arequipa, are now irrigated. Another 30,000 hectares are irrigated in the departments of Piura, Lambayeque, and Arequipa.

Livestock:—The available information suggests the following estimated totals:—

Cattle		2,661,995	Donkeys	 	340,672
Sheep Goats	• •	17,277,626	Alpacas	 t	1,169,372
Horses and N	fules	962,471 575,587	Llamas Swine	 15.	650,000 775,941

Cattle are bred successfully in the central highlands of Junin at an altitude of 14,000 feet, near the works of the Cerro de Pasco Copper Corporation. Dairying in the Lima district suffers from want of forage. About 500,000 lb. of butter a year is made in the

Junin Department.

The slaughterhouses of the Frigorifico Nacional have a daily capacity for 600 head of cattle, 2,500 sheep and 400 hogs. In addition, the plant turns out an increasing quantity every year of hams, sausage meat, bacon, etc., as well as such industrial products as dried blood, tankage, bone meal, poultry foods, lard, tallow and hides. Annual slaughter in all Peru is about 349,400 cattle, 1,200,000 sheep, and 634,400 goats. Some live animals are imported for slaughter from Nicaragua. Much meat is imported.

Cattle and horses are being improved by the Asociación de Ganaderos del Peru, Lima, and sheep by the Government Model Farm, Chuquibambilla, Puno. The highlands are the natural habitat of the alpaca, reared for its wool, and the llama, the traditional beast of burden. The guanaco is not economically important, and the

vicuña, famous for its fine wool, is extremely rare.

Production of hides and skins annually: cattle hides, 290,000; sheepskins, 1,300,000; goat skins and kid skins, 820,000; deerskins, 30,000; black peccary, 25,000; grey peccary, 35,000; alligator, 27,000. Hide and skin exports, 1951—1,626 m. tons; 1952—1,118 m. tons.

Wool is the most important commodity in the trade of the Arequipa district, where a number of new mills are absorbing most of the sheep's wool clip. Peru has about 12,000,000 sheep, mostly in the departments of Puno (6,000,000), Junín, Cuzco and Arequpa. The wool clip is 8,500 m. tons, with 2,393 m. tons from alpacas and llamas. Improved Peruvian wool grown on merino and crossed merino sheep is exported. Export of sheep, alpaca and llama wool—1952—sheep, 1,242 m. tons, value S30.7 millions; alpaca, 3,445 m. tons, value S79.5 millions; llama, 349.5 m. tons, value S6.1 millions.

The abundance of fish in Peruvian waters includes tunas, bonitos, swordfish, mackerel, herrings, and anchovies. The fishing industry (including shark fishing for livers) has increased rapidly. Callao, Ilo, Chimbote, Talara and Paita are the principal centres. There are now over 50 canneries. The fish catch in 1951 was 100,000 m. tons. Some 20,835 m. tons of fish and fish products valued at 107.8 millions, were exported in 1952.

Forest Products:—The Montaña, in the eastern part of the country, is rich in timber which cannot profitably be brought to the coast. Cedar, oak, and mahogany abound, and the timber ranges from extremely hard steelwood (palo acero) down to soft light wood like palo balsa, used in building native boats and model aeroplanes.

The only export of hard woods is made via the Amazon River from Iquitos, where there are sawmills. The best rivers for timber exploration are those of the Amazon and Marañon. Mahogany and

cedar are exported to a small extent.

Before the advent of plantation rubber, wild rubber collected in the Peruvian Orient was one of the principal exports. It has decayed to insignificant proportions. The rivers along which rubber is collected include the Ucayali-Tapiche, Huallaga-Marañon, Napo-Amazonas, Yavari and Putumayo. Iquitos is the centre of the trade. Production was 2,079 m. tons in 1951.

Tagua or vegetable ivory, the produce of the yarina palm, is

exploited largely by Iquitos river-traders and exported.

Quinine, copaiba, and quillaia are three out of the hundreds of medicinal plants commonly met in the forest region. Cube (Barbasco root), which, by reason of its high rotenone content, is a powerful insecticide, is exported to the U.S.A. Exports: 1952—dry roots, 1,107.4 m. tons; powder, 904,301 m. tons.

Balatá trees are felled, not tapped, by native collectors, and the

supply is diminishing.

Other forest products are milk caspi, condurango, tara, ceibo, and zonca (vegetal wool).

MINERAL RESOURCES.

Petroleum:—The main oil belt lies immediately south of the Ecuadorean frontier, in a narrow coastal strip between the ports of Paita and Tumbes. There are three producers with over 3,600 wells:—

The International Petroleum Company, a subsidiary of the Standard Oil Company of New Jersey, operates the La Brea and Pariñas fields at Talara and Negritos. The annual output is 11,306,588 barrels. Its refinery at Talara has a daily capacity of 38,500 barrels and storage for 2,600,000 barrels. Part of the Lobitos crude oil is refined here. It processes 98.2 per cent. of all crude oil produced in the country.

The Lobitos Oilfields (England) have an annual production of 4,522,471 barrels, at Lobitos and Cabo Restin. Some are 6,000 feet

deep.

The Zorritos, the first field to be exploited in Peru, about 18 miles south-west of Tumbes, has been bought by the Government. Annual output 374,249 barrels. It has its own refinery, and its products are sold in Peru. It is almost depleted. The Government's Organos field (south of the Lobitos concessions) is likely to be more fruitful.

A promising new field lies 40 kiloms, south of Pucallpa. This is the Ganso Azul oil dome on the Pachitea River, in the Amazonian basin. The present output is about 200,045 barrels a year. A railway line is being built to connect Pucallpa with Cerro de Pasco and the Central Railway to Callao.

About 30 per cent. of all crude oil produced by the camps is converted into gasoline, kerosine, fuel and lubricants, and either consumed in the country or exported as crude or refined.

Production of crude oil has been as follows, in barrels:—

 1933
 ..
 13,257,318
 1948
 ..
 14,068,880

 1937
 ..
 17,457,014
 1951
 ..
 18,361,046

 1940
 ..
 12,126,265
 1952
 ..
 16,403,353

Natural gasoline production, 1952—1,035,615 barrels, and 144,000 barrels of LPG were recovered.

Exports, 1952—Crude petroleum, 342,958 m. tons, value S70.9 millions; gasoline, 37,958 m. tons, value S9.4 millions; derivatives, 572,790 m. tons, value S186.8 millions. Local consumption is 10,345,060 barrels. Exports are 10.4 per cent. of the total exports by value.

Mining is very much in the hands of North American companies

and is carried on chiefly in the mountainous north and centre.

Copper production dates from the formation in 1901 of the Cerro de Pasco Mining Corporation and the subsequent construction of a railway from Oroya to Cerro de Pasco. To-day, 70 per cent. of the copper comes from the mines of this Corporation. There are great reserves of ores as yet unexploited in the departments of Tacna and Moquegua. These are now being explored by the American Smelting and Refining Company. Production in 1952 was 35,560 m. tons. Exports, contents fine in bars, minerals, and concentrates, 1951—50,700,915 lb., value S217 millions; 1952—45,250,785 lb., value S255.2 millions.

Silver:—Peru is the fourth largest producer in the world. The output arises both from copper-working and from the lead-silver ores of Morococha and Casapalca. During a period of 140 years it is calculated that silver to the value of £100,000,000 was extracted from the Cerro de Pasco district alone. The reserves are beyond calculation. The Central Cordillera is one immense vein of the

white metal.

To-day nearly all the silver is extracted from the Cerro de Pasco copper ores and from the Morococha and Casapalca lead ores. Export, 1951—421,000 kilogrammes; 1952—504,000 kilogrammes.

Craft silverwork is also exported.

Gold is found to some extent in almost all parts of the country, and the principal copper and lead mines carry appreciable amounts. The chief gold deposits are in the mountains and along the tributaries of the Amazon, but gold to-day is largely a by-product of the copper companies. The principal regions exploited for gold alone are Huachon, Parcoy, Saramarca, Buldibuyo and Inambari. The Santo Domingo mine upon the Puno-Cuzco railway has been re-opened. The method used is that of washing away gold bearing rock and soil. Export, 1951—3,800 kilogrammes; 1952—4,108 kilogrammes.

Lead, obtained principally near Casapalca and worked by modern appliances at Pataz, occurs also near Atacocha. Nearly half the production is by the Cerro de Pasco Corporation. Production, 1952—176 million lb. Export, metal content, 1952—290,225,200 lb.,

value \$431.3 millions.

Zinc comes mainly from Cerro de Pasco. The Corporation was responsible for almost all the production (286 million lb. of concentrates) in 1952. Exports, (metallic content), 1951—99,000 m. tons, value S235.7 millions; 1952—113,000 m. tons, value S243.8 millions.

Vanadium is mined by the Vanadium Corporation of America, at Minas Ragra, west of Cerro de Pasco, at an altitude of 16,500 feet. A new plant at Junasha began operations in 1945. Ore is taken over 5 miles of narrow gauge railway to Lake Pun Run, thence by water to Casa Laguna, then by 12 miles of railway to Ricrán Station on the Cerro de Pasco Railway. Ore is shipped in the raw state

(average 15 per cent. metal), and in concentrates, and is about 45 per cent. of world supplies. Production is about 1,380 m. tons annually. Export (vanadium content), 1951—804 m. tons; 1952—800 m. tons, value S8.4 millions.

Bismuth. Peru is the largest world supplier. It comes from the smoke condensers of the Cerro de Pasco smelter at Oroya, and from the San Gregorio and Colquijirca mines in the Cerro de Pasco area. Production is 585 m. tons annually. Exports: 1952—311 m. tons, value S21.4 millions.

The export of other minerals, in metric tons, was as follows:-

• ••••		. , .		1952	Value S
			 	456.2	1,717,748
Tungsten (WO	3)		 	549.7	16,404,631
Sulphur			 	611	-
White Arsenic			 	15.2	27,186
Molybdenum			 	II.I	70,147

Handsome black and gold marble is quarried 18 miles from Lima

at Pachacamac. Salt is a Government monopoly.

Large deposits of **iron** in the form of hematite rest unexploited. The Marcona field, a State property, extends from the mouth of the Ica River, south to Puerto Lomas, at a distance of 10 miles from the coast. It is computed to contain 100 million tons of 60 per cent. ore with a sulphur content of less than 0.5 per cent. A new port, San Juan, is being built to handle the carriage of ore to Chimbote, where a smelter is being constructed.

Limestone is present in the locality, but there is no fuel. There are large quantities of red hematite in the western Cordillera, near the source of the Mantaro River, 130 miles from the coast. There are smaller deposits of iron 60 miles inland from Paita, in the Tambo Grande district; at Aija, 60 miles inland from the port of Huarmey;

and at Callaycancha, north of Aija.

High grade manganese ore is now being mined in the Department of Punó. Export, 1952—2,215 m. tons.

Coal is raised for smelting. The tonnage mined by the Cerro de Pasco Corporation is 97 per cent. of the total production. Known deposits of bituminous coal and lignite are generally inaccessible. It is estimated that there are, in reserve, between 700 million and 128 thousand million tons of anthractice, 36 million tons of bituminous deposits, and 35 million tons of lignite. Anthracite is mined at Huayday, 75 miles from Salaverry. Coal production is about 186,000 m. tons, of which 86,410 m. tons were exported in 1951.

Guano is a Government monopoly. The deposit is worked as a mineral chiefly upon the islands, which are taken in rotation after 2½ years' rest. Production in 1952 was 251,686 m. tons.

INDUSTRIAL DEVELOPMENT.

Manufacturing Industries:—Peru is primarily a producer of raw materials, but local industries have made great advances of recent years in both productivity and quality. In this they have been encouraged by heavy tariff duties and by the depreciation of the currency. Foreign industrialists and commercial travellers would do well to visit the permanent exhibition of Peruvian industries

opened by the Government at Lima. It would help them to assess their chances of competing with local products.

Most of the industries are concentrated in the provinces of Lima

and Arequipa.

The Peruvian cotton industry produces all the yarn, 70 per cent. of cotton piece goods, all knit goods and other wearing apparel used in Peru. There are 5 cotton spinning mills, 4 in Lima, 1 in Arequipa, operating 4,500 spindles. Seven textile mills in Lima and 4 elsewhere have 5,612 looms and 133,694 spindles. The annual consumption of cotton is over 217,000 quintals, and production is about 84 million yards of cloth and 9,940 metric tons of yarn.

There are 7 rayon weaving mills with 602 looms producing almost all Peruvian consumption. There is one rayon-twisting plant, producing 564 m. tons of viscose filament yarn. Yarn is also

imported.

The manufacture of woollen materials is progressing rapidly. There are 7 large mills in Lima, Cuzco, and other towns of the Sierra, and a new mill, the Lanificio, largest in Peru, was completed in 1950. Consumption of Peruvian wool is about 7,000 m. tons. There are 10 large knitting mills in Lima, and their products—hosiery, jumpers, underwear, etc.—compare favourably with imported articles.

Quite sound shoes at very low prices are turned out by the tanning and shoe industries and satisfy local demand. The Peruvian Portland Cement Company turns out 370,000 metric tons a year now. Paint and aluminium hollow ware factories are doing well. Excellent light beers (26 million litres) and mineral waters (700,000 litres) are produced. Peruvian flour has eliminated flour imports. Sweets, biscuits and chocolates are successfully manufactured at Lima. Great progress is also being made in the manufacture of soap, toilet preparations, and patent medicines. Matches are a Government monopoly. There is a modern meat packing factory at Callao. Imports of chilled meat and of canned foods has greatly decreased. There is a paper mill, a brass and iron foundry, and a ready-made clothes factory. A factory produces 76,700 tyres and 53,500 inner tubes a year.

Among other industries may be mentioned bricks and tiles; nails, screws, hardware; paints, colours and varnishes; furniture, beds and bedsteads; glassware; bottles; edible and industrial oils; candles; chemicals and pharmaceutical products; paper and cardboard; toys; perfumes; conserves; groceries and provisions; dairy products; canned meats and fruits; poultry food; felt, straw and panamá hats; fancy leather goods; and many others.

The Government owned Corporacion Peruana del Santa, with a capital of 200 million soles, is erecting an iron and steel factory, a zinc refining plant, a cement mill and other heavy industries, at or near the Port of Chimbote. It is financing the hydro-electric works on the Santa River.

Water power resources are estimated at 6,400,000 horse-power, but are little developed. Eighty-four per cent. of all electricity generated in the country is produced in the Departments of Lima, Junin, and La Libertad, the industrial area. The Department of Lima (40 per cent. of the total), produced 293,000,000 k.w.h. in 1948.

FOREIGN TRADE.

			U.S.\$	U.S.\$	
1950	 	 	194,100,000	187,100,000	
1951	 	 	252,400,000	278,100,000	
1952	 	 	238,700,000	287,500,000	

Exports.

Imports.

In 1952 the U.S.A. supplied 55.5 per cent. and Britain 9 per cent. of Peruvian imports. The U.S.A. took 28 per cent. and Britain took 8.3 per cent. of the exports.

These figures are inclusive of the movement of trade through the port of Iquitos.

NATIONAL DEBT. (Dec. 30, 1950).

Foreign Capital:—British capital invested in Peru and quoted on the London Stock Exchange is about £25,000,000. U.S. investment is about \$300 million.

INFORMATION FOR VISITORS.

The coastal section is most agreeable for the visitor from January to April, inclusive. Palm Beach suits are then the most comfortable wear. During the cooler months (June to November) the climate is damp without much rain, but with little sun at Lima and along the coast. For all but the four hot months light English summer clothing is the most suitable. The temperature rarely falls below 60° F. or rises above 80° F. For travelling in the higher altitudes both summer and winter clothing should be taken, including a winter overcoat or at any rate a light-weight waterproofed overcoat.

Travellers must carry passports and obtain a visa from a Peruvian Consulate. This costs U.S. \$10 for the usual traveller and U.S. \$2 for tourists. Visitors passing through need not have a visa if they stay less than 48 hours; those who wish to stay longer may be given a transit visa for 15 days if they have the visa of the country

they are going to.

A visitor on business is given a "commercial visa." If he wants to stay more than 30 days he must approach the immigration authorities, with his credentials, and apply for an extension. This may be granted for 30, 60, or 90 days. There is a charge of 100 Soles for each extension. When the last has expired, the traveller must apply for leave to quit the country or take out an identity card. There is no charge for this, but the holder is liable to the annual tax paid by foreign residents. Both commercial visitors and tourists must register with the immigration authorities within 48 hours of arrival.

Tourist visas may be granted for 90 days and extended, possibly, for another 60 days. Tourists are forbidden to work for remuneration; offenders are expelled and liable to a fine equal to their gains.

The following documents are needed when applying for a visa: (1) A health certificate; (2) a vaccination certificate; (3) a certificate from a recognised banking or commercial undertaking testifying that the bearer has enough funds to keep himself and his family, if they are with him, whilst in Peru; and (4) a certificate from the authorities in the last place of residence testifying to the good conduct of the bearer and certifying that he does not belong to any subversive political party. A letter from the applicant's firm, or trade association, or chamber of commerce, is

all that is usually asked from a British commercial visitor.

Before he leaves Peru the visitor must get an exit visa from the immigration authorities. It is necessary to attend in person to get this.

Guidance for Commercial Travellers.

A single fee procures a licence valid for the whole country, but this is not enforced: all that is necessary is that the commercial traveller's passport should bear the right visa.

All samples, except fine jewellery, may be temporarily imported free of duty, for a maximum period of six months, if application is made to the Customs. There is usually no difficulty about clearing samples of no commercial value, but if they are to be admitted free of duty they must be so defaced, or mutilated, or stamped, that they can neither be used nor sold. If this is not done, samples of no commercial value are dutiable but may be imported temporarily free of duty against a cash deposit or under bond equal to the import duty and other customs charges assessable on the goods. Samples can only be brought in and taken out through the ports of Talara, Paita, Chimbote, Pimentel, Pacasmayo, Salaverry, Callao, Pisco, Mollendo, Ilo, Iquitos, or Puno.

Consular invoices are not required on samples brought in by commercial travellers as part of their baggage, but must be obtained if the samples are shipped separately.

When he enters the country, a commercial traveller must report to the Customs Authorities, and there comply with certain formalities covering identification of his person and the examination, listing and pricing of his samples. A descriptive list certified by the United Kingdom customs authorities will be recognised by the Peruvian Authorities.

The buying seasons are:—January and February for the cool season beginning in May; June and July for the summer season beginning in December.

The traveller, before sailing, is advised to get a Consular invoice for his samples if valued at f5 or upwards. The Consular fee of 6 per cent ad valorem "unemployment tax," are collected in Peru in all cases. These fees are not recoverable.

Cost of Living:—The cost of living, aggravated by adverse exchange, has been rising since 1920. Housing accommodation has been restricted and building materials have been dear. More attention is given to export than to food crops for home consumption, making vegetable foods expensive. Butter, cheese and meat fetch high prices at retail, partly because of difficult inland transport. The import tariff leads to exorbitant charges for clothing and articles both of necessity and luxury. Taking the index figure for 1934-36 as 100, the cost of living index for May, 1952, was 560.90 and for May, 1953, was 634.79.

Here are some selected prices at official exchange rates: cheap house, £20 a month; inferior man's suit, £15; medium quality shoes, £3: school fee, £4. Ios. a month; cheese, 8s. 3d. a lb.; butter, 4s. 7d.; bacon, 9s. 6d.; tea, 21s.; egg, 6d.; tin of fruit, 7s. 6d.; tin of powdered milk, Ios. 3d. (fresh milk rare); cake of soap, 1s. 3d.

CURRENCY, WEIGHTS AND MEASURES.

The unit of monetary value is the sol, which is divided into 100 centavos.

Silver alloy coins are for one sol, 50, 20, 10, and 5 centavos. The bronze alloy coin is for 50 centavos; and the nickel coins are for 20, 10, and 5 centavos. The copper coins are the 2-centavo and 1-centavo pieces. Bank-notes are for 100, 50, 10, and 5 soles.

At present there is complete freedom of import and exchange. Any goods can be imported from any country without restriction. Foreign currencies find their own uncontrolled level in the free exchange market. At the end of 1953 exchange was stable at around 17,95 soles to the dollar and 48,50 soles to the pound.

The metric system of weights and measures is compulsory.

POSTS AND TELEGRAPHS.

Peru is a member of both the Universal Postal Union and of the Pan-American Postal Union. To Spain, Canada, the United States and Latin America the letter postage is the same as the Inland Rate, that is, 20 centavos per 20 grammes; to other foreign countries 30 centavos for the first 20 grammes, and 20 centavos per 20 grammes additional.

Outward mails are despatched weekly via Panamá for the United States and Europe, and via Valparaiso for Buenos Aires. Homeward mails arrive weekly.

Letters for transmission by air mail require prepayment at varying rates (S1.70, to Europe). Air mail rates from U.K. to Peru, see page 28.

The National Telephone Company of Peru was formed in 1928. It has to-day a considerable system of land lines, but these are widely supplemented by the use of radio for transmitting telegrams.

Telephone service between the United Kingdom and Peru is available from 1 p.m. to 3 p.m. and 5 p.m. to 7 p.m. from Mondays to Saturdays, and 1 p.m. to 3 p.m. on Sundays (G.M.T.) (charge

96 soles per minute).

There are three submarine cables between Peru and Chile, and two between Peru and the northern republic. The West Coast of America Telegraph Co. and All America Cables & Radio, Inc., own cable lines. Wireless stations have been established at 37 points, including Iquitos, and powerful stations at Lima are owned by the West Coast of America Telegraph Co., Ltd., and All America Cables & Radio, Inc., for the transmission of wireless telephony and telegraphy to most parts of the world.

Broadcasting: There are numerous stations in the main cities. Reception from abroad is, on the whole, very satisfactory on short waves: there is a singular absence of static.

THE PRESS.

The principal daily papers are: "El Comercio," "La Crónica," "La Prensa." The first publishes afternoon editions. At Iquitos there is "El Eco." The "Andean Air Mail and Peruvian Times," published weekly in English, issues special numbers of exceptional interest. The official gazette is "El Peruano." "El Deber" is published at Arequipa.

PUBLIC HOLIDAYS.

January 1: New Year.
January 6: Epiphany.
Feb. or March: 2 days' Carnival.
March 19: San José.
March or April: Maundy Thursday,
Good Friday,
April or May: Ascension.
May 1: Labour Day.
May or June: Corpus Christi.

June 24: Indian (half) day.

June 29: SS. Peter and Paul.
July 28, 29, 30: Independence.
August 15: Assumption.
August 30; Sta Rosa.
September 24: Our Lady of Mercy.
October 12: America Day.
November 1: All Saints.
November 27: National Holiday.
December 8: Immaculate Conception.
December 25: Christmasy.

RAIL ROUTES AND ROADS.

There are about 1,900 miles of railway, the principal lines being those operated by the Peruvian Corporation Ltd. These are:—

The Central Railway, a standard-gauge line from Callao to Huancayo, 298 miles distant, on the Atlantic side of the Andes, with branches to Morococha (9 miles from Ticlio), and northwards from Lima to Ancón, from which point the North-Western Railway connects with Huacho and Sayan. There is a State line from Huancayo to Huancavellica.

The most important in the country, and the highest standardgauge railway in the world, it offers vistas of a grandeur hardly exceeded in any part of the world. The views between Lima and

Oroya are as majestic as anything in the Alps.

Sunday excursions are arranged to Rio Blanco, and in this ride of 74 miles, during which an ascent is made to 11,500 feet, much of the most picturesque scenery can be viewed. Galera station, 98 miles from Lima, stands at 15,680 feet, and Oroya at 12,225 feet. The highest point on the line, 15,693 ft. 9 inches, above the sea, is 172.2 kiloms. from Callao.

There are 65 tunnels and 67 bridges. There are 15 "zigzags" at points where the steep mountain-side permits of no other means of ascent, which is accomplished without the use of a rack line.

At Oroya the Central links with the Cerro de Pasco Railway, (132.4 kiloms.) to the mining centre of Cerro de Pasco. From Tambo del Sol, kilometre 92, a 500 kilometre line is being built to the river port of Pucallpa, on the Ucayali, tributary of the Amazon.

The Southern Railway of Peru runs from Mollendo via Arequipa to Juliaca and Cuzco. From Juliaca a spur is carried to Puno, on the western shore of Lake Titicaca. The company's steamers, Puno-Guaqui, connect with trains from Guaqui to La Paz, Bolivia. From La Paz there are all rail routes to Arica, to Santiago, and to Buenos Aires. See page 191.

The Trujillo Railway:—The terminus is at the port of Salaverry, which has a well-equipped mole with excellent landing facilities. It runs to Ascope with branches to Cartavio and Menocucho, and serves a sugar-growing district. The extension to the coal mines of Huayday has been completed as far as Cimbron.

The Chimbote Railway:—The line to Tablones (57 kilometres) is owned by the Peruvian Government. A State-owned extension is open to Huallanca.

The Pacasmayo Railway connects the port of Pacasmayo with the towns of Guadalupe (42 kilometres) and Chilete (105 kilometres), traversing a productive district chiefly devoted to rice. There is a daily service of trains to Guadalupe, and a bi-weekly service to Chilete. From various points on the line easy horseback journeys can be made to other centres, for instance, to Chocope, Chiclayo, and Caiamarca.

The Pisco to Ica Railway, 46 miles, is the highway by which the products of the departments of Ica, Ayacucho, and Huancavelica reach their coastal outlet at Pisco, one of the oldest of the Peruvian ports. After traversing the plain of Chunchanga, between the Ica and Pisco rivers, the line changes its direction at the village of Guadalupe, where it crosses the Ica Valley and reaches Ica.

The Paita to Piura Railway is a well-kept standard-gauge line, 60 miles in length, passing through a fertile district.

State Railways.

Of the railways under State management the more important are :-

The Peruvian North-Western Railway, with headquarters at Huacho, connects Huacho by a winding course with the Central Railway at Ancón. There is a through connection to Lima daily.

Ilo to Moquegua Railway, 102 kilometres long, links the fine port of Ilo with Moquegua, the capital of its province.

The Cuzco-Santa Ana (or F.C. de Convención), 110 km., runs through the fertile tropical Urubamba Valley. This is the line to the ruins at Macchu Picchu. Gauge, .91 metre.

Other State lines detailed in the text.

Four mining companies own private lines, the chief being that of the Cerro de Pasco Corporation. Regular services are maintained by this company between Oroya and Junin, Cerro de Pasco and Goyllarisquisga in connection with the Central Railway. There are plantation railways on some of the sugar estates. The Eten and Pimentel Railways are owned by the proprietors of the piers.

Roads:—In spite of the mountainous and difficult nature of the country Peru has a very fine system of roads. The centre of the system is the Pan-American Highway, which begins in the north at La Tina on the Macara River, the boundary between Ecuador and Peru. From La Tina the highway extends southwestward through Suyo and Las Lomas to Sullana, where it is joined by a branch which connects it with the oil-field area at Talara, Tumbes, and the Ecuadorian border at Aguas Verdes, near Zarumilla. The highway runs from Sullana through Piura to Chiclayo, Trujillo, Chimbote, Casma, Huacho, Lima, Canete, Ica, Nazca, and Reparticion (Arequipa). The highway again branches in Reparticion; the main section goes southwestward through Moquegua and Tacna to Concordia on the Chilean frontier. The other section circles northeastward from Reparticion through Arequipa to Puno on Lake Titicaca and skirts the lake to Desaguadero on the Bolivian border.

From La Tina to Concordia is 2,611 kilometres. The alternative routes in the north (to Aguas Verdes) and in the south (to Desaguardero) add 783 kilometres to make a total of 3,394 kilometres for the system. Of this total, roughly 1,700 kilometres are asphaltpaved, and further paving and other improvements to the highway

are now in progress.

From Lima a road runs north east through Canta and Cerro de Pasco to Huanuco and on to Pucallpa, on the Ucayali, a river navigable by vessels of 2,000 to 3,000 tons. Another goes from Lima through Chosica and Matucana to Oroya. There is a road north from Oroya to Cerro de Pasco, and another south-westwards through Huancayo, Ayacucho, Abancay, and Cuzco to Puno. Two roads run from Puno, one to Arequipa, and one to Guaqui. A new highway runs from Olmos, on the Pan-American Highway, 536 miles north of Lima, across the Andes to Bellavista, on the west bank of the Maranon (143 miles). The road is to be pushed on another 65 miles to a point near Puerto Menendez, whence Iquitos (450 miles) can be reached by steamer on the Maranon. Other roads, where possible, are indicated in the text. Excellent road maps are published from time to time in the "Andean Air Mail and Peruvian Times."

There are 31,000 kilometres of roads in good condition; 2,000

kiloms, have been asphalted or paved.

THE JOURNEY TO CUZCO. Mollendo—Cuzco (Southern Railway).

As the sea is left behind, a steady climb begins, winding in, out and around the foot-hills. The Tambo Valley comes into view on the right, and miles of fields with alfalfa, sugar-cane, and cotton contrast with the barren slopes on the left. Sahara is not more devoid of vegetation than the foot-hills of the Andes on this coast. At every station there is a little oasis irrigated by water from the railway tanks, and these places are veritable tropical gardens, a vivid testimony to the fertility of the soil and climatic conditions. Water would make these millions of acres of hillside and plateau one of the fruitful places of the earth. Cotton plants are seen in several of these gardens, twelve or more feet high, with blossoms and mature bolls on the same bush throughout the year. Cotton, corn, figs, cane, and roses grow side-by-side in luxuriance.

The sand dunes near La Joya, on the broad level plateau about half-way between Mollendo and Arequipa, are unique in formation and appearance. The main formation of the plateau is a coarse, brownish lava sand which appears too heavy to be blown. Scattered irregularly are curious dunes of a light grey ash colour. All crescent-shaped and of varying sizes, they are from 30 to 100 ft. across and from 6 to 15 ft. high, with the points of the crescent on the leeward side. The dunes creep across the desert in a northerly course at the even rate of 40 to 60 ft. per year, driven by the wind. The sand is slowly blown up the convex side and drifts down into the hollow

side of the crescent.

A day or two may be very pleasantly spent in Arequipa, which has

already been described in the text.

The early morning scene from the train as it winds its way up the valley from Arequipa towards Cuzco is enchanting. In the foreground are irrigated fields of alfalfa, wheat, and other grains. With but one tunnel, few bridges, and no switchbacks, the ascent is made by almost even gradients. The divide is crossed at Crucero Alto, the highest point upon the Southern Railway, 14,688 ft. above,

and 210 miles from the sea.

The first mountain lakes are seen soon after crossing the summit, and the mountain-sides and canyons are covered with flocks of sheep, llamas, alpacas, with occasionally vicuñas. The two largest lakes seen from the train are Lagunillas and Saracocha. These two are very pretty and both come into sight at the same time from opposite sides of the train, which winds along their edges for nearly an hour. Wild duck and other fowl offer good sport. As the descent continues streams become more plentiful. Signs of cultivation appear, and in a few hours the scene changes from desolate mountain peaks to fertile pampa, carrying a fairly populous agricultural community.

The trains arrive at Juliaca in the evening, where passengers for

Cuzco spend the night.

In the first hundred miles north from Juliaca towards Cuzco, the train again reaches an altitude of over 14,000 ft, this time on the ridge from which water flows one way back into Lake Titicaca, and the other way down to the Amazon and so to the Atlantic. This hundred miles has been cultivated in every available spot, and is well watered by mountain streams from the glaciers. The cultivation is primitive. Flocks of sheep, llamas, and alpacas are met, always herded by Indian women. Scattered herds of cattle, a few horses and pigs indicate a diversity of agriculture.

After the summit is passed at La Raya, the descent is rapid. The passenger watches the engine wind round the short curves as it follows the course of a widening stream down the narrow canyon. There are thrills as the shriek of the whistle and the grinding of the brakes tell that the driver is trying to stop the train before it runs over some Indian driving his pack mule, or some herder attempting

to cross the track with his flocks.

The valley widens, fields become greener, buildings look more livable in, towns are more frequent, and cultivation more general, reaching higher up the steep slopes. Piles of stones, occupying in many fields a larger area than remains to cultivate, testify to the patience and industry of the Indians who have cultivated these slopes for generations.

Inca ruins come into view from the train windows. Every little pueblo has its church; every prominent hilltop is mounted with a cross; open outdoor shrines are scattered here and there, and every

hut and habitation carries a small cross.

Peru is represented in London by an Embassy and a Consulate-General (52 Sloane Street, S.W.I.). There is a Consul-General at Liverpool (31 Dale Street), and in Dublin, Consuls at Belfast, Birmingham, Hull, Newcastle-on-Tyne, and Glasgow, and a Vice-Consul at Cardiff and Swansea. The Ambassador is Dr. Alberto Freundt Rosell.

Great Britain is represented in Peru by an Embassy and Consulate at Lima (Edificio República, Paseo de la República). There are Consular offices at Arequipa, Iquitos, Callao, Mollendo, Talara, and Paita. The Ambassador is Mr. W. H. Montagu-Pollock, C.M.G.

The United States are represented by an Embassy and Consulate at Lima, with Consular-Agents at Mollendo, Salaverry, Iquitos and Arequipa; Canada by an Embassy at Lima.

EL SALVADOR

Communications: External:—The quickest route from England is to New York, by air to New Orleans or Miami, and on by air to San Salvador. A Brownsville route via Mexico is flown by Pan American Airways. Brownsville to Mexico City (2 hours 20 minutes); to Guatemala City (5 hours from Mexico City); to San Salvador (50 minutes from Guatemala City). The same company has services from Miami to Cristóbal (6½ hours) connecting with planes to San Salvador (6½ hours), via Panama, David, San José, Managua and Tegucigalpa. There is a direct service between Los Angeles and San Francisco and San Salvador (14 hours) and between New Orleans and San Salvador (5 hours 10 minutes). Cristóbal is on the east and west coast routes from South America to the United States. States.

"TACA" (cargo and passengers) direct service between San Salvador and New Orleans daily (6 hours). The "Skytrain" between New Orleans and San Salvador is for freight only. TACA also has a daily service direct to all the

capitals of Central America and a service to Mexico City.

Alternatively, and more cheaply, train can be taken from New York to New Orleans, and a United Fruit Company boat on to Puerto Barrios (Guatemala). International Railway takes the passenger to San Salvador in 20 hours. This company also plies from New York and Philadelphia to Puerto Barrios; it also has a service from New Orleans to the Panamá Canal, where trans-shipment is made to the ports of El Salvador. The Grace Line runs freighters (with limited passenger accommodation), from the Californian ports to El Salvador. A good route from England, normally, is by Royal Mail Lines to Cristóbal, and/ or the Pacific Steam Navigation Company. (Agent for these lines at San

A good route from England, normally, is by Royal Mail Lines to Cristobal, and/
or the Pacific Steam Navigation Company. (Agent for these lines at San
Salvador: S. M. Stadler & Co., Edificio Escobar Primera Calle Poniente No. 14).
From the Central American capitals, San Salvador can be reached by the
planes of either Pan American Airways or of the "TACA" Company which
connects the capitals of Honduras, Guatemala and Nicaragua with San Salvador.
T.A.N. (Transportes Aéreos Nacionales), of Honduras, has a regular passenger
and freight service between San Salvador, Tegucigalpa, Havana and Miami. K.L.M.
has a weekly service from Curação to El Salvador, with stops at Aruba, Maracaibo,
Parranquille Panyang San Loga and Maragua.

Barranquilla, Panamá, San José, and Managua. From Guatemala City there is a railway to San Salvador (2 days), and a road (7-8 hours), part of the Pan-American Highway and in good condition the year

Internal: -See "Roads and Railways." Internal air services are not yet well developed.

San Salvador, capital of the Republic and the chief commercial centre, has a population of 120,000. It is over 2,200 feet above sea level and 23 miles from the port of La Libertad, to which there is a modern asphalt motor road. The climate is semi-tropical and healthy; the water supply pure and abundant. (Average temperature, 73.4° F.; average rainfall, 72 inches). The city, repaved and drained throughout, is modern, with a style of architecture dictated by the liability to earthquakes. There are good motor-bus services, taxicabs, and many motor-cars, private and for hire.

San Salvador is largely a modern city, but the visitor will enjoy its handsome parks and government buildings, its fine houses and wealth of tropical flowers. There are colourful festivals during Holy Week and the fortnight preceding August 6. At the edge of the city is the Campo de Marte, with tennis courts, a baseball court, football grounds, etc. There is also a handsome modern Stadium built of concrete. A visit should be paid to the church of Panchimalco, near San Salvador. The delightful scenery of Lake Ilopango is only 10 miles away. There is a paved road to La Union.

Hotels:—Astoria, an up-to-date hotel; Nuevo Mundo; Casa Clark and Casa Oberholtzer are boarding houses. First two hotels: U.S. \$8.00 a day.

Clubs :- International, admits foreigners, and has a branch at La Libertad, much frequented during the dry season, November to May; the Country Club, a few miles from the City, has the best golf course in Central America, also tennis and basket ball courts. The Automobile Club of El Salvador has a chalet for bathing at Libertad; the Casino Salvadoreño and Circulo Deportivo (foreigners admitted to

both) have restaurants and swimming pools.

Rail:—Salvador Railway Co.: West to Santa Ana, Sonsonate and Acajutla.

International Railway of C.A.: East to Cojutepeque, San Vicente, Usulután,

Zacatecoluca, San Miguel, and La Unión; West to Santa Ana (via Lempa Valley)

and to Ahuachapán, Guatemala and Puerto Barrios.

Bank of London and South America, Ltd.; Banco Central de Reserva; Banco

Hipotecaria; Banco Salvadoreño; Banco Comercial.
All America Cables & Radio, Inc.:—672 Esq. 2a Calle Poniente y 5 Avenida Sur; Tropical Radio, 1a Calle Poniente 4.

Acajutla, with a population of 2,500 is a port serving the western and central zones of the Republic. It is 100 kilometres from both San Salvador, the capital, and Santa Ana, second city and centre of the richest coffee section. Regular services of stream-lined passenger cars cover the distance in 11 hours. Calls are made by the United Fruit Company steamers from Cristóbal, by Grace Line, and other steamers. The port is an open roadstead; vessels anchor some 1,000 metres from the end of the pier in 7 fathoms of water, and loading and unloading is by lighter.

The port is being modernised, and the old town is being rebuilt inland. New steel frame offices and a warehouse with a capacity of 100,000 bags of coffee have been built. To-day, Acajutla, with its excellent loading and unloading facilities, handles about 40 per cent. of the total coffee exports. It has a good road to the interior.

Hotels :- Miramar : Ĉalifornia.

Ahuachapan, capital of the Department of the same name, with a population of 11,000, is 72 miles from San Salvador, and 22 from Sonsonate. It is one of the most important distributing centres in the north-west of the Republic. Chief products: coffee, cereals, tobacco, sugar. A branch railway connects the town with San Ana and San Salvador. Sonsonate is reached by motor-car via Juayúa. An international bridge over the River Paz opens a new route to Guatemala. Altitude, 2,470 feet, and a healthy climate.

Chalchuapa, an urban centre of 28,000, ten miles from Santa Ana, is served by the rail motor service running from Santa Ana to Ahuachapán and by a motor road. Fine colonial church and Maya ruins.

Hotel :- Gloria.

Cojutepeque, capital of the Department of Cuscatlán, is 16 miles from San Salvador, which can be reached by rail or road. The town is famous for its cigars, smoked sausages, and tongues, and for an annual fair held on August 29th. The products include rice, coffee, sugar, and indigo. Lake Ilopango and the volcano of Cojutepeque are both in the vicinity. There are passable roads to Sensuntepeque and Ilobasco. Population, 20,000. Hotel :- Paris.

Ilobasco, with a population of 20,000, lies 40 miles north-east of

San Salvador, and about 20 miles from Sensuntepeque. An annual fair is held on September 29. It lies in an area devoted to cattle raising, coffee, sugar, and indigo. Pottery is manufactured; the miniature clay figures are renowned. The surrounding scenery is exceptionally beautiful. A good motor road runs to San Salvador. Hotel :- Torres.

La Libertad is the chief passenger port of the Republic. It is 23 miles from San Salvador; there is a fine highway (45 minutes). For this reason the port is made a place of call by the United Fruit Line, (connections for Jamaica, Havana, and European ports for Liverpool; also for Peru and Chile), Grace Line between San Francisco and Cristóbal, and nearly all other steamers. Discharge is by lighter. Population, 3,500. Coffee, sugar, sisal, and indigo are exported.

Hotels: -- El Faro; Roca Linda, both U.S. \$4.00 with meals.

La Unión, capital of the Department of that name, stands on the Bay of Fonseca, across which there are steamer, motor-boat, and barge services to Amapala, Honduras, and Puerto Morazan, Nicaragua. Population, 7,000. It is 155 miles from San Salvador and 37 from San Miguel by the Pan-American Highway. Steamers drawing 25 feet go alongside at Cutuco, distant one mile and provided with good rail facilities. Regular services to San Francisco, Cristóbal and New York. This is the principal port, handling 40 per cent. of the imports and 50 per cent. of the exports. Through trains run to San Salvador (8 hours). United Fruit and Grace Line vessels call.

A local industry is the fashioning of objects from the shell of

tortoises caught in the Gulf of Fonseca.

Hotel: - America, U.S. \$4, with meals. Rail: - International Railway of Central America.

Santa Ana, capital of the Department of Santa Ana, is 40 miles from San Salvador and 66 from Acajutla. Population, 51,700; altitude, 2,300 ft. The second city of the Republic, it is an important business centre and the metropolis of the western zone. The main business is in coffee. It has the world's largest coffee mill—El Molino. Good roads run to Guatemala City, northwards to Metapán, southwards to Sonsonate, Acajutla, Ahuachapán and San Salvador. Santa Ana is a terminal for the Salvador Railway. The town is famous for a special kind of delicious confection made there. See the churches.

Hotels:—Florida; Gloria, 16 colones a day, including meals. Rail:—Salvador Railway and International Railway.

Santa Tecla (or Nueva San Salvador), 8 miles from the capital, 800 feet higher and much cooler, is a coffee-growing and balsam centre. Population, 19,000. There is an asphalted roadway and a bus service to San Salvador. The huge crater of San Salvador volcano is easily reached from the town.

San Miguel, capital of the Department of San Miguel, has a population of 28,000. It stands at the foot of the San Miguel volcano, 117 miles from San Salvador, 37 from La Unión, and 73 from San Vicente. The chief products are coffee, sisal fibre, cattle, cotton, indigo, and cereals. Silver mining has been carried on in the locality, and some old gold mines have been reopened. The commercial importance of the town has decreased since the opening of the International Railway, which has deflected to the capital business transacted in San Miguel in the days of mule and ox transport. Roads open to La Unión and to Tegucigalpa (Honduras); Pan-American Highway to San Salvador (3 hours by car). See the old cathedral.

Hotels: -Hispano-Americano, U.S. \$6.00, with meals; Pension Vaquero, U.S.

Hotels :--Hi

Rail:—To San Salvador and La Unión (Cutuco).

Santa Rosa is best reached by car from San Miguel (25 miles by the Pan-American Highway). The gold and silver mines on which the town depends are once again in production. Population, 10,000.

San Vicente, capital of the Department of San Vicente, stands on the Acahuapa River, near the foot of the San Vicente volcano, 44 miles from San Salvador and 63 from San Miguel. Shawls and other woollen goods are manufactured as well as hats, cigars, and sugar. The chief products are corn, tobacco, indigo, coffee, fruits, sugar-cane. The population is 24,723; Carnival day is on November I. It was severely damaged by earthquake in 1937, but has since been rebuilt. See the colonial church, "El Pilar," the most original in the country.

Hotel:—Iberia, U.S. \$3, with meals.
Rail:—International of Central America.

Sonsonate, capital of the Department of Sonsonate, stands on the Salvador Railway, 53 miles from San Salvador and 12 from Acajutla, in the centre of a rich agricultural district producing coffee, sugar, hides, tobacco, rice and balsam. Cotton cloth, cigars and baskets are local industries. An important market is held every Sunday. The adjacent Izalco volcano is active. Population, 19,000. Sonsonate is famous for its cream cheeses, milk and butter. See the cathedral and church of "El Pilar." There is a road to San Salvador.

Hotels: -Palace; Grand, U.S. \$6.00, with meals.

Usulutan, capital of its Department, is 60 miles from La Unión and 100 miles from San Salvador by International Railway. Tobacco, bananas, maize and beans are the main products, and there is a certain amount of tanning. Population, 19,000.

Hotel :-- Central, U.S. \$3, with meals.

Zacatecoluca is 60 miles from San Salvador, whence it is reached (or from La Unión) by railway or by a paved road. The surrounding district is given over to cattle raising, tobacco, coffee, cotton, sugar and vanilla. There are cigar factories and hand looms. Population, 24,000.

Hotel:-Italia, U.S. \$3, with meals.

PHYSICAL FEATURES.

El Salvador, the smallest but most densely populated of the Central American Republics, is bounded on the north-west by Guatemala, on the north and east by Honduras, on the south-east by the Gulf of Fonesca, and on the south by the Pacific Ocean. It has no seaboard upon the Atlantic. Its area is about 13,176 square miles. The coast line is 160 miles long. Two mountain chains cross almost the entire country, sending out numerous spurs enclosing valleys of great fertility. The most important valley is that

of the River Lempa.

The two important bays are La Unión and Espíritu Santo (Jiquilisco) and there are three considerable inlets, Mandingo,

Jaltepeque and Santiago.

Fourteen mountains or volcanoes exceed 3,000 feet in height. The highest are San Miguel (7,100 ft.), San Vicente (7,246 ft.), Santa Ana (7,950 ft.), and San Salvador (6,000 ft.). The Izalco volcano, close to Sonsonate, is the most active in Central America. Its almost continuous flames are a guide to mariners on the Pacific.

The chief rivers are the Lempa, Paz, San Miguel, Goascorán and the Jiboa. The Lempa flows through the entire Republic. They

are navigable by small craft only.

There are picturesque lakes, of which Lake Guija is the largest (15 miles long and 5 miles wide). Lake Ilopango is 9 miles long and 3 miles wide. They are navigable by shallow-draft vessels. The third, Lake Coatepeque, is a popular holiday resort.

The **population** was estimated, June 30, 1952, at 1,858,000. The purely native race composes about 10 per cent. The remainder are of white or of "ladino" (i.e. mixed) race. A few of the Indians, notably the Panchos from Panchimalco, near the capital, the Izalco Indians, and a tribe near the volcano of San Miguel, retain more or less their old traditions and dress. Several hundred thousand Salvadoreans have emigrated to Honduras, Guatemala and Nicaragua.

The climate varies according to the altitude; along the coast and in the low-lying country it is hot and humid. In the uplands the temperature varies from 50 degrees Fahr. to 97 degrees in the shade. March to May are the hottest months. The rainy season begins in May and continues until the beginning of November. November to January are the pleasantest months. The average yearly rainfall is about 80 inches. The country is subject to earthquakes, volcanic eruptions and periodical torrential rains. Occasionally, during June or September, there is a spell of continuously rainy weather, called a temporal. This may last any time from two or three days to as many weeks.

GOVERNMENT.

The 1886 Constitution, with certain amendments made since 1948,

is in force.

The Government is Republican and is composed of three separate and independent Powers: Legislative, Executive and Juridical. Legislation is in the hands of a Congress of 52 Deputies, one for each 25,000 citizens. The National Assembly will meet ordinarily between June 1 and December 1 each year; extraordinarily it meets when called by the Executive in Council of Ministers or by the permanent commission of the Assembly that functions when the latter is in recess.

Executive Power is in the hands of the President of the Republic, the Ministers and Under-Secretaries. The President is elected for a period of 6 years, beginning and ending on the 14th September.

Re-election is not permitted by the Constitution.

There are 14 administrative Departments under Governors appointed by the President.

The Juridical Power is in the hands of the Supreme Court of Justice, several Courts of First and Second Instance, and a number of minor Courts. The Supreme Court is composed of nine Magistrates, one of whom is President of the Juridical Power.

The language of the country is Spanish. English is frequently understood in commerce, but Spanish should be used for letters,

catalogues, etc.

The prevailing religion is Roman Catholicism. An archbishop has his seat in San Salvador, and there are episcopal sees at Santa Ana, San Miguel, and San Vicente. Education is free and obligatory, and there is a National University.

GOVERNMENT.

Lt.-Col. Oscar Osorio President

MINISTRY.

Sr. Roberto Canessa. Foreign Affairs Col. José Maria Lemus. Dr. don Jorge Sol Castellanos Interior Economy There are eleven other ministries.

A SALVADOREAN CALENDAR.

1526 Conquest of Salvador completed by Pedro de Alvarado.

1821 Declares itself independent of Spain.
1823-39 A member of the Central American Federation.
1841 Declares itself an independent Republic. Constitution promulgated.
1863 General Barrios defeats the Guatemalan Army at Coatepeque. Honduras joins Salvador against Costa Rica, Nicaragua and Guatemala. The ultimate victory is with President Carrera of Guatemala, who occupies Salvador. A defensive alliance made between Salvador, Nicaragua and Costa Rica

1885 against Guatemala. President Barrios invades Salvador and is killed in battle.

1886 Peace made with Guatemala. 1889-90 Insurrection under General Rivas suppressed by Government forces. 1898 War with Guatemala and Honduras. Peace signed. Salvador joins the "Greater Republic" of Central America, of which Costa Rica, Nicaragua,

and Honduras are members. President Gutiérrez deposed because of his proposed federation with 1898

Honduras and Nicaragua.

1899 External debt of £720,000 taken over by the Salvador Railway Company in exchange for concessions.

1925 Fourth centenary of San Salvador.

Declares war on Axis. 1941

NATURAL RESOURCES.

Increased population is turning Salvador from an exporter into an importer of basic food commodities. Domestic supply of maize, beans, rice and sugar is already inadequate, and sugar was at one time an important export.

Salvador's important advantages as a coffee-producing country lie in the low cost of production, the nearness of the plantations to the sea-ports, abundant cheap labour, and railways and roads in the coffee districts. The area cultivated is about 325,000 acres, and the number of coffee trees is estimated at 150,000,000. The quality is good, and commands high prices, especially in the U.S.A. Coffee plantations are numerous in Usulután, San Miguel, San Salvador, San Vicente, Santa Ana and Ahuachapán. Picking starts in November and continues for three months. Shipment of the season's

crop goes on until the following October, which is regarded as the end of the season. Coffee exports are made through Acajutla, La Libertad, La Unión, and Puerto Barrios, and constitute 83 per cent. of total exports, 90 per cent. of which go to the U.S.A. Local consumption is about 130,000 bags. This small country is now the third largest coffee producer in America. Production: 1951-52—946,000 bags; 1952-53—1,060,000 bags. Exports: 1951—65,876 m. tons, value 190.1 million colones; 1952—66,916 m. tons, value 194 million colones.

Very good **cotton**, about 232,082 quintals (of 46 kilos), was grown in 1952-53 on 40,000 manzanas. About 75,000 quintals are consumed locally and the rest exported, mostly to Guatemala.

The third most important export is that of sesame seed. Production has fallen since 1949-50. Export, 1950—6,319 m. tons;

1952-2,758 m. tons, value 1,651,807 colones.

Soil and climate are well adapted to sugar. Large tracts of land are planted to cane near Sonsonate and San Salvador, where there are a number of refineries. The area under sugar is 10,175 hectares, and production in 1951-52 was 29,558 m. tons of centrifugal sugar, 20,843 m. tons of panela, and 25,080 gallons of molasses for the making of alcohol. Salvador's import from Cuba of refined sugar roughly equals its export of cruder sugar to Honduras.

Henequen (sisal) is grown. Cutting is from January to April. Yield is about 6.8 million pounds a year. Much of it is used locally in making bags (about 1,650,000), and there are small exports of both fibre and bags.

Maize (181,000 m. tons) and wheat (700,000 m. tons) have to be supplemented by imports. The millet crop (91,000 m. tons) normally satisfies local requirements. Rice production is 17,500

m. tons and the crop of beans about 20,000.

Indigo, once a main article of export, is still exported to Peru and Mexico. Export is under 50 m. tons.

Peruvian balsam, in spite of its name, is very distinctly a Salvadorean product, collected in the forests by native workers. It is grown on the Pacific Coast, between La Libertad and Acajutla, the Costa del Bálsamo, as it is called. Trees are tapped when they are about 25 years old. The balsam is cooked in large vessels locally. Export, 1951—68,940 kilos, value 569,032 colones; 1952—84,616 kilos, value 512,472 colones.

Fruits, including oranges, pineapples, mangoes, papayas, tomatoes, avocados, coconuts, bananas and custard apples, are plentiful. Hardwoods are obtained from the mountain and forest district, as kapok, which is locally called pochote. The production of honey is 703,000 quintals a year. Some 20 per cent. is consumed locally and the rest exported.

The cultivation of **tobacco** is officially encouraged. The 1950-51 production was 1.6 million pounds. There are large imports.

Cattle, sheep, goats and pigs are raised. According to estimates there are over 615,256 head of cattle in Salvador and about 103,000 are slaughtered annually. There are 348,393 pigs, 183,089 horses,

17,683 goats, and 5,008 sheep. Cattle are exported on the hoof to Guatemala and a larger number imported from Honduras. Pigs are imported from Honduras.

Gold and silver are mined by modern methods in San Miguel, Morazan, and La Unión. Production of gold from the mines was 24,220 oz. troy in 1951, and 25,400 oz. troy in 1952. Production of silver was 349,182 troy oz., in 1952. The gold was valued at C2,248,138, and the silver at C709,472.

Copper, lead (87.4 m. tons), zinc, mercury, sulphur, gypsum, alum

and lime are all worked upon a small scale.

Local Industries: - New industries have been started, and others encouraged by protection. One factory produces bags from local sisal with such success that imports have almost disappeared. Eight mechanical mills, and hand-worked looms consume 6 million lb. of local cotton yearly in producing yarn (6,000,000 lb.), sheeting, drills, and denims to the tune of 18.8 million yards. One mill turns out rayon piece goods. Two modern mills using imported wheat are meeting the greater part of the demand for flour. The straw hat demand is met by one factory, and is also a rural industry. A Santa Ana factory supplies all rubber heels. There are 15 small tanneries and 20 household plants producing leather, and footwear is well catered for. So are candles and toilet soap. There are two heavily protected cigarette factories, one match factory, several salt refineries, a biscuit bakery, a small iron foundry making spare parts for machinery, and a factory making cheap bone buttons. One brewery supplies the demand for beer. A modern plant produces good quality table and kitchen ware, filters, vases, etc. Edible vegetable oils (mostly cottonseed) are now produced and exported. Some million inexpensive palm-fibre hats are made annually. A cement factory is being put up. Two footwear factories are in production in San Salvador. There is a cement factory at Acajutla.

FOREIGN TRADE.

		IMPORT	s.	Exports.		
1946	 	 52,840,000	colones	65,380,000	colones	
1950	 	 118,200,000	>>	173,700,000	. 99	
1951	 	 159,593,725	٠,	213,824,340	,,	
1952	 	 169,468,424	"	220,712,742	9.0	

The United States took 83.6 per cent. of the exports, and supplied 62.6 per cent. of the imports in 1952.

Public Debt.—The public debt on Dec. 1, 1952, was: External, U.S.\$6,825,184 and £567,761; Internal, 10,000,000 colones.

Economic Progress:—El Salvador is the second most densely populated country on the whole American continent, and the most progressive of the Central American republics. Its inhabitants are exceptionally hard-working. The country has probably more manufacturing industries than all the rest of the Central American republics together. It is perhaps unfortunate that the prosperity of the country depends on the cultivation and sale of a single crop: coffee.

Salvador is without developed coal or petroleum resources, and has limited resources of water power. Total electric generating capacity is 21,000 kilowatts, of which 44 per cent. is hydro and 28 per cent. each of steam and Diesel; production is 80.5 million k.w.hs. A 45,000 k.w. power plant has been built on the Lempa River.

ROADS AND RAILWAYS.

The roads are better than in most other Central American countries, and as a rule are fair even in the rainy season. The 23-miles stretch between San Salvador and La Libertad is an excellent road for motor traffic. The chief highway is the main road eastward from Ahuachapán to La Unión, which crosses the Lempa River by a bridge, and from this run various by-roads, north and south, giving good connections with places not reached by rail. El Salvador and Guatemala City are linked by a highway which is in good condition, and El Salvador and Honduras are linked by a bridge over the Goascoran River. The new international bridge over the River Paz opens a new route to Guatemala. The Pan-American Highway is 280 kiloms, long.

Cart or mule roads connect with Honduras via Chalatenango or Cabañas and with Guatemala via Ahuachapán or Santa Ana. There are 1,200 miles of all weather roads, 2,500 miles of secondary

roads and trails.

The country is traversed by the International Railways of Central America, whose line from Cutuco on the Bay of Fonseca leads via San Miguel to San Salvador. From a junction at Soyapango the line is continued to Santa Ana, from which point an extension to the Guatemalan border was opened in 1929 to give through communication with the Transoceanic system of Guatemala at Zacapa, so shortening the journey via Puerto Barrios to Europe by more than a week. This line gives direct railway communication between San Salvador and Guatemala City and Puerto Barrios, as well as between the last and Cutuco on the Bay of Fonseca.

A train runs daily in both directions between San Salvador-La Unión, also to Guatemala City and Puerto Barrios, with a night's

stay at Zacapa.

The International Railways of Central America link with the

Salvador Railway in the city of San Salvador.

The lines of the Salvador Railway Co. connect the port of Acajutla with the capital and Santa Ana by a triangular system. This line is British owned. Acajutla is the oldest port in the Republic and the nearest to the coffee-producing zones with rail connection. Besides the steam train service there is a service of fast motor vehicles connecting San Salvador, Santa Ana and Sonsonate several times daily.

There are altogether 385 miles of track.

CURRENCY, WEIGHTS, AND MEASURES.

The unit of currency is I colon, divided into 100 centavos. The "real" has a value of 12½ centavos. The silver coins are 50 and 25 centavos, but the bulk of the small change consists of nickel coins of 5, 3 and I centavos. Banknotes of I, 2, 5, 10, 25 and 100 colones

circulate, and are used almost exclusively except for fractional amounts of a colón. Legal rate is 2.50 colónes to one U.S. \$.

There are no import or currency restrictions.

The metric system was made obligatory in 1886, but the law is not enforced and the old Spanish units linger. British weights and measures are understood in commerce, but should be clearly designated as "English yards," "English pounds," etc.

PRESS.

San Salvador:—" La Prensa Grafica," "Diario Latino," "Tribuna Libre," "Diario de Hoy," "Patria Nueva," "Diario Oficial." San Miguel:—" La Nación," "Diario de Oriente," Santa Ana :—" Diario de Occidente."

POSTS AND TELEGRAPHS.

Outward mails are sent via New Orleans and Puerto Barrios; also via New York and Panamá; also via Mexico. They are dispatched with the mails to the United States. Air Mail from U.K. via U.S.A., see page 28.

Telephone calls can be made between the United Kingdom and El Salvador from 3 p.m. to 2 a.m. on weekdays, and 3 p.m. to midnight on Sundays (G.M.T.) The minimum fee for a 3-minute

call is £3. 15s. on weekdays and £3 on Sundays.

Salvador is a member of the Union Postal Americana and the

Union Postal Universal. It has a parcel post.

There are Government telephone and telegraph services throughout the Republic. There is a direct radio-telephone service between El Salvador and Panamá, the capitals of other Central American capitals, Mexico City and the chief cities of Mexico, and all points in the United States. All America Cables & Radio, Inc., provides communication with all parts of the world through its station at San Salvador. There are five commercial and two Government broadcasting stations.

PUBLIC HOLIDAYS.

The legal holidays are: Holy Week (4 days), May 1, August 3, 4, 5, September 15, October 12, All Souls' Day (November), Christmas Day. Government Offices are also often closed on religious holidays.

Information for Passengers.

Passports need to be vised by a Consul for El Salvador. Passengers must present (a) a recent vaccination certificate; (b) a health certificate. Those who have no vaccination certificate may have to be vaccinated on board before they land. Frontier authorities may require evidence that the traveller has at least 500 colónes in cash. 200 kilos of luggage is allowed free of duty—if the objects are for the traveller's personal use. All excess pays duty.

Hotel charges are from 11 colones to 21 daily; single meals

usually 4 colones. Tipping moderate.

Clothing is usually light—palm beach, white drill and similar fabrics and light cashmeres. Light woollens are occasionally worn in

the higher altitudes of the interior, including San Salvador.

Sight Seeing: A visit should be paid to Ilopango, to see its extraordinarily effective scenery. The most beautiful sheet of water, Lake Guija, lies on the Guatemalan border, but is difficult to reach. It is about 15 miles long by five miles wide. Lake Ilopango is only 10 miles by car from San Salvador, and quite near to the Ilopango Aerodrome. It is about nine miles long and three miles wide, and is certainly worth a visit. See also the crater of San Salvador volcano, and the park at the edge. It is reached in 45 minutes by car from the Capital. There is a motor service from Santa Ana and from San Salvador to the third well-known lake, Lake Coatepeque, used during the dry season as a pleasure resort. The volcano of Izalco is easily reached from Sonsonate. Every few minutes it throws huge burning stones which drop down its sides with a deafening roar, shaking the hamlets on its slopes. It performs with such regularity that it is known as the "Beacon of the Pacific."

The Colonial Churches of Salvador are magnificent. Visits should be paid to those mentioned in the text and also to the famous cathedral of Metapán; San Sebastian in Villa Delgado; Calvary in Metapán; the ruined church at Ostia; the Assumption and the parish church at Izalco; and the churches at Coatepeque, Suchitoto,

and San Vicente.

Health: -- Malaria, enteric and lung diseases are common, and corresponding precautions should be taken.

Cost of Living: By December, 1949, domestic food prices, were nearly 100 per cent. above the 1939 level. Land values had risen an estimated 80 to 100 per cent.

Guidance for Commercial Travellers.

Every commercial traveller must be provided with a certificate issued by the competent authority in the country of domicile and endorsed by the Consul of Salvador establishing his character as such. No fee is charged for this Consular visa. An identity card is necessary. This card is obtained with the passport visa at a charge of 5 colones. Commercial travellers must register with the Migration Authorities within 48 hours of arrival, and they have the right to remain in the country for six months without payment of taxes.

The best months for a commercial visit are from February to May, when there is least rainfall and most business. August is a holiday season. Business is centralised in the capital, but it is as well to visit

Santa Ana, Sonsonate, and San Miguel.

El Salvador's Legation in London is 6 Roland Gardens, S.W.7. The Minister is Col. J. Arturo Castellanos.

The Consul-General is at 6, Roland Gardens, South Kensington, S.W.7. There are Consuls at Liverpool (8, Bentley Road, 8), Birmingham, and Rochester.

The British Legation is at San Salvador. The Minister is Captain Vyvian Holt, C.M.G., M.V.O. Commercial Attache: Sydney M. Stadler, O.B.E.

The Literal States Explayers and Consulter are at San Salvador. (Calle Arce.)

The United States Embassy and Consulate are at San Salvador (Calle Arce

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From the U.S.A.: There are several shipping lines serving Montevideo from New York, Baltimore, Boston, Charleston, Norfolk, Savannah, and Jacksonville. Air services are run by Pan American Airways and (as far as Buenos Aires) by BRANIFF.

From Argentina: The Cía Uruguaya de Navegación and the Cía. Argentina de Navegación run a weekly service between Buenos Aires and Montevideo, and a twice weekly service between Buenos Aires and Colonia. The Uruguayan CAUSA Company flies daily (except Sundays) to Buenos Aires from Montevideo and Colonia. The same route is flown by Pan American Airways, the European air companies, and two Brazilian companies.

From Brazil: To Montevideo by sea with European and United States lines, calling at Brazilian ports en route for Uruguay. By AIR: the Brazilian Aerovias and VARIG fly from Rio de Janeiro to Montevideo and on to Buenos Aires, serving en route Porto Alegre, Florianopolis, Curitiba and São Paulo. Aerolineas Argentinas fly much the same route from Buenos Aires through Montevideo to Rio de Janeiro. By Train: There is an international train between Montevideo and São Paulo (Brazil). By Road: There is a Pan American Highway running 1,789 miles from Rio de Janeiro to Montevideo. It is poorly surfaced in parts. This road runs on from Montevideo to Colonia.

From Chile: The Chilean LAN Company flies between Santiago and Montevideo, calling at Buenos Aires for one hour.

From Paraguay: By Cia. Uruguayo de Navigación river steamers from Asunción to Montevideo, and by PLUNA and REAL air lines.

PLUNA, a Uruguayan air company, flies the internal services between Montevideo and all the important towns. It also flies to Porto Alegre (Brazil) three times a week, and to Asunción (Paraguay) three times a week. Single fare, 887; return \$156.60 to Asunción, and single fare \$62, return fare \$111.60 to Porto Alegre.

Uruguay, or, to give it its proper name, the República Oriental del Uruguay, was known up to the date of its independence as the Banda Oriental, or eastern bank. Its inhabitants still prefer to be known as "Orientales," a term which indicates their geographical position on the eastern bank of the river Uruguay.

Uruguay is in the south-eastern corner of South America, with Brazil to the north, the river Uruguay separating it from Argentina

URUGUAY

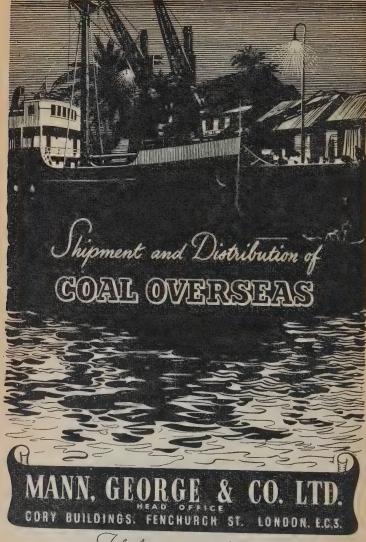
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on the west, and the widening estuary of the Plate to the south. Its eastern coast is bounded in part by the Atlantic, in part by the Merim Lake and the Yaguarón River which separates it from Brazil. Its Atlantic sea-coast stretches for 120 miles; the river shore follows the course of the River Uruguay for 270 miles. This stream is navigable all the year round as far as Salto, where there are rapids.

Apart from a narrow plain which fringes most of the coast but not near Montevideo, and an alluvial flood plain stretching north from Colonia to Fray Bentos, the general character of the land is undulating hills with little forest except on the banks of its numerous streams. The long grass slopes rise gently to far off hills, and none of these hills is higher than 2,000 feet. To the west and north the hills are known as the Cuchilla de Haedo; to the south, where they start at Montevideo and the sea and trend north-eastwards to the Brazilian frontier, as the Cuchilla Grande. The River Negro, which rises in Brazil, crosses Uruguay from north-east to southwest, where it empties, amid dense forest, into the River Uruguay. It is navigable for some distance; other rivers are short and navigable for small distances only.

The black soil, rich in potash, produces grasses superior even to those of Argentina. The major part is suitable for arable farming but, as we shall see, only some 8 per cent. of it is so farmed. The grass lands around Rocha, to the south-east, are scattered with

groves of palm trees.

The climate is temperate, if somewhat damp and windy, and summer heat is tempered by the Atlantic breezes. In the coldest months the temperature does not fall much below 50° Fahr., and in the warmest months does not rise much above 73°. There are normally 150 sunny days in the year. The rainfall, evenly distributed throughout the year, is about 40 inches at Montevideo and some 10 more in the north. But there are quite considerable variations in the amount of rain from year to year. The spring months are October and November; the summer, December to March; the autumn, April and May; the winter, June to September.

With an area of only 71,153 square miles, Uruguay is the smallest republic in South America, but its importance bears little relation to its size; that comes from its strategic situation as a buffer state between the rival powers (in the past) of the Portuguese in Brazil and the Spaniards in Argentina. Like most other buffer states it depends greatly upon, and is sensitive to events in, the outside world. It owes its very independence to the intercession of a world power,

Great Britain, in the rivalries between Brazil and Argentina.

History and settlement: The Spanish explorer, Juan Díaz de Solis, sailed up the River Plate in 1515, landed east of Montevideo, and was killed by the Charrua Indians. There was no gold or silver in Uruguay, and it was only after Buenos Aires had been founded that the Spaniards showed much interest in it. Military expeditions against the Indians were unsuccesful, but Jesuit and Franciscan missionaries, landing in 1624, succeeded where the soldiers had failed. It is said that cattle were first introduced during an unsuccessful expedition by Hernando Arias in 1580.

By 1680, the Portuguese in Brazil had pushed south to the Plata

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URUGUAY. 725

and founded Colonia as a rival to Buenos Aires, on the opposite The Argentinians attacked it and indeed, until Uruguay attained independence, the rest of its story is a wearisome rivalry for possession between Buenos Aires and Rio de Janeiro. It was the Portuguese who planned, but the Spaniards who actually founded, the city of Montevideo in 1726. The city changed hands several times and was actually taken by the British in 1806, but next year, after their failure to take Buenos Aires, they withdrew altogether. This repulse of a major power led to a growing demand for complete independence from Spain in both Argentina and Uruguay. The Uruguayan patriot, Artigas, in confederation with some Argentine provinces, maintained a free Uruguay from 1814 to 1820, but had to flee to Paraguay when the Portuguese captured Montevideo in 1820. Uruguay, under the name of the Cisplatine Province, was in Brazilian hands until 1825, when Lavalleja, at the head of thirty-three patriots (Treinta y tres) crossed the river and returned to Uruguay where, aided by Argentina, they harassed the Portuguese. After the battle of Ituzaingo on February 20th, 1827, in which the Brazilians were defeated, Great Britain interceded, with the result that both Argentina and Brazil relinquished all claims on the country and independence was declared on August 27th of the following year.

The early history of the republic was wretchedly confused by civil war between two rival presidents, Rivera with his Colorados (reds), and Oribe with his Blancos (whites). Oribe, in this ten years' war, was helped by the Argentine dictator, Rosas, and Montevideo was besieged. Rosas fell from power in 1852, but the contest between Colorados and Blancos still went on in Uruguay. A Colorado, Flores, helped by Brazil, became president, and Uruguay was dragged into the war of the Triple Alliance against the Paraguayan dictator, Lopez. Flores was assassinated in 1868. The country, ruined by civil war, dictatorship and intrigue, only emerged from its long agony in 1903, when a truly great and noble man, Jose Batlle y Ordonez, was elected president. But before we go on to consider what Uruguay has accomplished in the last fifty years, it is expedient to glance at the much more interesting history of its

colonisation and economic development.

Settlement and economic development: The cattle were quicker than the Spaniards to grasp the potentials of this gently sloping grass land with its many clear streams and temperate climate. The Spaniards did not settle in Uruguay for 200 years after coming to the Plate, but the cattle, once introduced, multiplied exceedingly and were responsible, for a long time, for the social structure of Uruguay. Groups of gauchos trailed after the herds, killing them for food and selling their hides only. These gauchos were nomadic, claiming no stake in the land. They were rough and ready opportunists, prepared to fight for the highest bidder, Portuguese or Spaniard, as mercenaries. Organised commerce began with the arrival of Argentine cattle buyers who found it, in the long run, to their advantage to hire herdsmen to look after cattle in defined areas around their headquarters. Slowly, almost imperceptibly, this arrangement spread and the land began to be parcelled out into estancias with definite boundaries.

By about 1800 most of the land had been captured by the large estancias. Only around Montevideo was there any commercial farming, but there, small chacras grew vegetables, wheat and maize for the near-by town. It was only after independence had been obtained in 1828 that immigration began on any scale. Montevideo was then only a small town of 20,000 inhabitants. Italians and Spaniards flowed in, some into the towns, and some to colonise the tract round Montevideo devoted to crops and vegetables. native-born Uruguayans have never taken to this form of farming; they have remained pastoralists, leaving commercial farming to the immigrants. Unlike Argentina, Uruguay has remained to this day a preponderantly pastoral country. Preston E. James suggests, in his book "Latin America," two reasons for this: first, that alfalfa is better pasture than grass in the Argentine Humid Pampa, whilst the reverse holds true for Uruguay; and secondly, that the lower yields of crops in Uruguay made it impossible for the Uruguayans to compete with the superlative grain farms of Argentina. For the last 60 years, there has been no increase in the area devoted to crops in Uruguay. The pastoral life alone has changed. The up-grading of cattle by importing live stock from England has made Uruguay second only to Argentina in importance as a meat and meat product exporter. Meat, meat products, hides and skins from the frigorificos accounted for 31 per cent. by value of the total exports in 1952. From the middle of the 19th century high grade wool, again the result of importing pedigree sheep from England, has become an increasingly important item in Uruguayan economy; it accounts, normally, for 50 per cent. of the total exports. The whole look of the land has been determined by the herds of cattle and the flocks of sheep: the estancias, the barbed wire fences and (odd for an Englishman) the wide fenced driveways for sheep and cattle provided at the side of each road.

The agricultural area, as opposed to the pastoral, will be dealt with under "Natural Resources."

Present Social Structure: With the election of Jose Batlle y Ordonez as president from 1903 to 1907, and his re-election in 1911, the history of Uruguay was given a sharp new direction which was to turn it in a short space of time into the only "welfare state" in Latin America. The reforms initiated by him have now created a state which has nationalised electricity, the railways, tramways, and the waterworks system; which controls the manufacture and distribution of such diverse products as petrol, alcohol, and chemicals; controls insurance; runs its own banks, theatres, hotels, casinos, and telephones; administers the port of Montevideo and provides its own tug boats; subsidises music and controls broadcasting. Its working man's charter provides for a six day week of 44 hours, a minimum wage, holidays with pay, liability insurance, free medical service. old age and service pensions and unemployment pay. Women have the vote and the vote is secret; divorce is legalised, illegitimate children have status and the right to inherit, and the investigation of paternity is obligatory. Education is free and compulsory, capital punishment abolished, and the church dis-established.

URUGUAY. 727

Population: The population of Uruguay, which was 520,000 in 1883 and 1,000,000 in 1908, is now 2,540,000. A third of this population lives in Montevideo. Both the death rate and the birth rate are low. The people are almost entirely white, for there are no native Indians left. Possibly 10 per cent. are mestizos, the descendants of intermarriage between Europeans and the native Indians.

Government: Since March, 1952, administration is by a National Council of 9 members elected by direct vote. A General Assembly of senators and deputies, elects a tribunal of 5 umpires to arbitrate in the event of administrative disputes. The Council is drawn from both Government party and opposition. It is responsible for internal and external policy, and initiates legislation to implement its policy in the General Assembly, which can, however, initiate its own legislation after referring to the Council for approval. If approval is refused, the umpires attempt a reconciliation between the two bodies, but even if they fail and the Council disapproves, the draft becomes law after a lapse of time. Power is thus enclosed within a strong hoop of democratic limitation, and the chances of a dictatorship are lessened.

The Chairman of the Council is Sr. Andres Martinez Trueba.

The Roads: There are 4,208 miles of roads in Uruguay, among the best in South America, due partly to the ease with which metal is to be got. They tend to radiate out of Montevideo. A part of the Pan-American Highway runs from Montevideo westwards to Colonia; this road and a road which branches from it to Mercedes, continuing north through Paysandú and Salto to the Brazilian frontier at Bella Union is dealt with under "West from Montevideo." North eastwards from Montevideo a Pan-American Highway runs through Minas, Treinta y Tres and Melo to Aceguá on the Brazilian frontier; it goes on to Rio de Janeiro. Another road connects the watering places along the coast east of Montevideo as far as Chuy on the Brazilian border. Second class roads connect the towns in the rest of the republic. The Oficina Nacional de Turismo will help to plan itineraries by car through the countryside.

The Railways also converge upon Montevideo and have a total length of 1,875 miles. They were mainly built by the British from 1868 on but were all sold to Uruguay in 1948. They are all of the 4 ft. $8\frac{1}{2}$ inch gauge. The Northern Line connects with the Brazilian line into Rio Grande do Sul at Rivera. A glance at the sketch map will show what railways there are.

There are 775 miles of navigable riverways.

THE TOWNS.

Montevideo, the capital and one of the great cities of the continent, was founded in 1726 and has a population of 850,000. Originally built on a low promontory between the ocean and Horseshoe Bay (around where the port works are today), the city has spread into the flat country behind, and westwards round the Cerro, the lofty isolated cone to which Montevideo owes its name. The

original site, though the fortifications have been destroyed, still retains a certain amount of Colonial atmosphere, though few of its buildings are earlier than the close of the 18th or opening of the 19th centuries. The rest of the city is modern, criss-crossed with wide avenues and tree-lined streets, and laid out with large open spaces, parks, and gardens. Above the flat roofed houses tower three buildings: the Cathedral, 133 feet high, flanked by two side turrets and surmounted by a dome; the Palacio Salvo, with a main building of 12 stories surmounted by a tower of fourteen; and the Victoria Plaza Hotel—the last two are on Plaza Independencia. All three are visible for many miles. This clean, brisk, pleasant city not only dominates the commerce and culture of the republic; it is, in its own right, a fashionable summer resort and the point of departure for a string of seaside resorts along the coastline to the east.

The centre of social life is the Plaza Independencia, a square park surrounded with colonnaded buildings set between the old town and the new. At its centre is a statue to Artigas, and at each corner plays a fountain. In this square is the splendid Solis Theatre, with the Museum of Natural History alongside. On the southern side is the Ministry of the Interior, and a short way down the Avenida 18 de Julio to the east rise the 26 stories of the Palacio Salvo, from the top of which visitors can get a splendid panoramic view. Calle Sarandí, the main shopping street, runs west from the Plaza Independencia, is the most ancient square in Montevideo:

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the Plaza Constitución. Here, on one side, is the Cathedral (1790-1804), with the Cabildo, or town hall (1804-1810) opposite. On the south side is the exclusive Club Uruguay. Still more to the west along Calle Rincón is the small Plaza Zabala, with a monument to Zabala, the founder of the city. North of this plaza are three buildings well worth seeing: the Banco de la República, the Bolsa, or Stock Exchange, and the Custom House.

Other impressive buildings in Montevideo are the New Municipal Palace (along Av. 18 de Julio from Plaza Independencia as far as the small Plaza Lorenzo Justiniano Perez, facing which is the Palace; in this plaza is a fine statue of the gaucho); the University and National Library (further along Av. 18 de Julio, past Plaza Treinta y Tres); the Legislative Palace (reached from Av. 18 de Julio along Av. Agraciada), built almost entirely of marble.

Julio along Av. Agraciada), built almost entirely of marble.

In the Port, opposite the Port Administrative Building, the ship's bell of H.M.S. Ajax has been set up to commemorate the Battle of

the River Plate and the sinking of the Graf Spee.

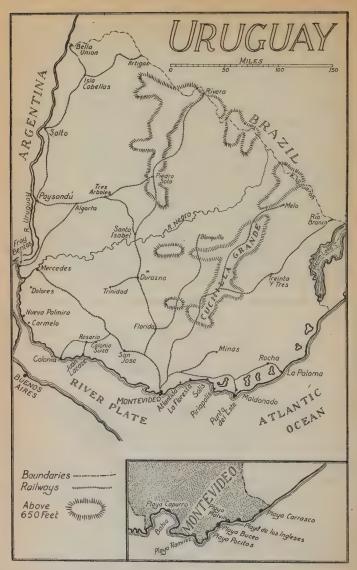
Of the many splendid parks, El Prado (along Av. Agraciada from Av. 18 de Julio), is the oldest. Amongst rolling lawns, trees, lakes and grottoes through which flows a river is the world's most magnificent rose garden planted with 850 varieties. The Municipal Museums of Fine Art and History are in the grounds. (The National Museum of History is in the old town). The largest and most popular is Parque Rodó, on Rambla Presidente Wilson. Here is another famous rose garden, an open air theatre, an amusement park, an artificial lake studded with islands round which motor boat,

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gondola and canoe ply. The National Museum of Fine Arts, with works by living artists, and a children's playground is at the eastern end. In Parque Batlle y Ordonez (reached by a continuation eastwards of Av. 18 de Julio), are a number of statues. The most interesting group, set on the ground and not raised, is a "covered waggon" monument showing three yokes of oxen drawing a waggon. In the grounds is a large stadium with a seating capacity of 80,000, and the pitch where international football matches are played. The Zoological Gardens are a few blocks to the east of this park.

The Beaches: Eight or nine bathing beaches lie stretched along almost the whole of the metropolitan water front, extending from the Playa Capurro, on the north side of Horseshoe Bay, to the Playa Carrasco at the eastern extension of the city. Along the whole waterfront, joining up these beaches, runs a magnificent road, the Rambla Sur. It is differently named along its different stretches in honour of several nations: one part is called the Rambla Gran Bretaña. The beaches are composed of clean white sand and the bathing is excellent. They are all fed by tram and bus services and are easily reached from the city.

Playa Capurro, on the northern shore of the bay, has a beautiful park as background. Playa Ramirez, the first to the east of the port, lies in front of Parque Rodó, whose facilities are open to bathers. Playa Pocitos, two kilometres eastwards from Ramírez, is surrounded by chalets and hotels, above which towers the Rambla Hotel Casino.



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URUGUAY.

On this beach, the most favoured by tourists, is the large municipal swimming pool of Trouville where national and international tournaments take place. Then comes the Playa Buceo, where regattas are held. The Oceanographic Museum is here. Almost merging with it is Playa Malvin, not far from Parque Rivera. A series of small beaches, one of which is the Playa de los Ingleses. takes us beyond Punta Gorda to Playa Carrasco, 9 miles from the port. This, perhaps the finest of all the beaches, is at the end of the Rambla Sur. It is backed by the town and a thick forest which has been partly turned into a national park. Carrasco has two luxurious casino hotels. The main airport is here.
Further east along the coast is a string of resorts which are dealt

with later in "East from Montevideo."

Hotels.

	Rooms.	Per Day—Per Double Room and Bath.	
Alhambra	69	17	14.50
Cervantes (without board)	63	10	9
Colon	60	II ·	6.
España	64	16.50	14
Juncal	28	, II	7
Nogaro	151	19	13
Palacio Florida	85 -	12	. 9
Palacio Salvo (Without board) 54	,9	. 7
Pyramides	40	ii	7
Victoria Plaza Hotel	350	17	· · · · · · · · · · · · · · · · · · ·
(without board)	See adve	rtisement pages 384. 3	85, 732.
At PLAYA RAMIREZ			
Parque Hotel	120	18.50	-
At Pocitos			
Bulevar	27	10	6
Ermitage	102	20	_
Exquisito	24	15	10
Gloria	18	8 .	7
Las Palmas	16	12	
Suizo	21	10	. 9
At Malvin			
El Ancla Argentina	20	8	6
Las Brisas	21	_	. 8
Milan	20	II .	
Playa Malvin	20	9	. 7
Villa del Mar	20	8.50	7
At Carrasco			
Atlantic	/ 83	14	II
Bristol	60	10	8
Carrasco	177	.25	20
Cottage	34	20	16
	(\$ = 35d.	approx.)	

(For announcements of local hotels and business houses see the latter section of this book, "Local Classified Advertisements.")

Meals at first class hotels: Breakfast, \$1.50; Luncheon or dinner, \$8.00 to \$10.00; tipping, 20 per cent. Rates at hotels vary with the season. A 45 per cent rebate is allowed on hotel charges, including tips, to all bona fide tourists staying at least four days between December 15 and April 30.

Fares:—Taxis are expensive, 50 cents for first 1,900 metres, and 10 cents for each 400 metres thereafter, or \$5.00 per hour within city boundary. Charge whilst waiting; 6 cents for each 10 minutes. There is a supplementary charge for baggage at the rate of 30 cents per handbag over 80 centimetres long. Drivers are entitled to return fare beyond a certain radius. Trams: flat rate of 10 cents in the city. Buses: flat rate of 10 cents. Automobiles: Inside city limits, \$50 per day, \$6 per hour.

Landing:-Steamers normally go alongside. Motor launches are usually

available.

avanaole.

Clubs:—Uruguay; Military and Naval; Jockey; Rotary; Y.M.C.A;
Y.W.C.A.; French; English; Italian; La Prensa; Catholic; Brazilian; Spanish;
Automovil; Yacht Club; Club Nacional de Regatas; Rowing Club; Touring
Club; Punta Carretas Golf Club; Montevideo Cricket Club; Argentine; Carrasco Polo.

Local Steamers:—To Buenos Aires once a week, 21.00 p.m. (\$51.10, single; \$71.10 return within a month). To Rio de Janeiro (various companies), several services a week. To Paraguay (Cia. Uruguaya de Navigación), \$140 single.

Airport: The main airport is at Carrasco, a 40-minute drive from the City.

Rail:—Through trains to São Paulo (Brazil; 83 hours). Weekly train to

Rio de Janeiro, with one change at Rivera. Trains to Salto and Paysandú, and all parts. For services and times see the "Guia del Ferrocarril Central."

Restaurant cars are provided on all long-distance trains. It is usually necessary

to book sleeping berths beforehand.

Sports: - Water sports are very popular. There are four large swimming clubs in Montevideo, the best of them being the Neptuno. Uruguay has three important yacht clubs, the Uruguayo, the Nautilus and the Punta del Este. The Uruguayo has a good club-house at Buceo. Both the Montevideo Rowing Club and the Uruguayan Club Nacional de Regatas have club houses on the Bay. The German Rowing Club is on the Santa Lucia River.

Fishing is becoming popular. Association football is played intensively. Rugby football is also played, and there is a yearly Championship. There are two good 18-hole municipal links. There are several Lawn Tennis Clubs, and two for Polo players. Horse races are held on the "Maroñas" Race Track, or Hipódromo, on Sunday. The near-by Las Piedras and Pando race tracks have

meetings on some week days and on holidays.

It is a matter of some pride to the British that nearly all these sports were introduced by them; the Uruguayans play them with very great skill.

ADDRESSES.

British Embassy, and Consulate, Misiones, corner of Rincon. U.S. Embassy and Consulate, Avda. Agraciada and Mercedes.

British Chamber of Commerce, Cerrito 507, P.3. American Chamber of Commerce:—Calle Juncal 1414.

Asociation de Fomento Intercambio Comercial (A.F.I.C.A.U.), Rincón, 468. Third floor.

The English Club :—25 de Mayo 409.
The British Council :—Agraciada 1464, Piso 1.
Anglican Church :—Rambla Gran Bretaña, corner Treinta y Tres.
Cables :—All America Cables & Radio, Inc., Calle Zabala 1451. Branch Office :

Sucursal Aguada, Av. General Rondeau 2172.
Western Telegraph Co., Ltd., (British), Electra House, Calle Cerrito, 449.
Banks:—Bank of London and South America, Cerrito 402-422; National City
Bank of New York, Rincón 493; Royal Bank of Canada, Cerrito 352, and Banco Comercial, Cerrito 400.

Excursions from Montevideo: Sayago, 5 miles north of the capital, by tram or rail, has an Agricultural College and an interesting experimental station. Beyond, the bus runs (one hour from Montevideo) to Villa Colón, a charming town amongst woods with a fine avenue of eucalyptus trees and public gardens. A little further is Las Piedras (12 miles from Montevideo), in a vinegrowing district. It has a Gothic Chapel of the Silesians. Meetings are held every Thursday on the racecourse. Canelones, 27 miles by rail or autobus from Montevideo, beyond Las Piedras, is a typical small town of 15,600 inhabitants, in the grain growing area. Santiago Vazquez, at the bar of the Santa Lucía River, gives good boating amongst a series of picturesque islets. A launch trip up the river reaches Parador Tajes, where there is a famous inn. The place is 31 miles from Montevideo by bus. There is good motor-boating at Pando, a town (10,000 inhabitants) on the banks of a small river 22 miles from Montevideo, from which there are bus and train services.

EAST FROM MONTEVIDEO.

Almost all the 100,000 tourists who visit Uruguay every year either stay at Montevideo and its beaches, or go eastwards to the estuary and Atlantic coast resorts. These are strung along a road, (with short branches to some of the resorts), which runs through Pando eastwards to Punta del Este, beyond which, to the Brazilian frontier at Rio Branco, it is for the most part a second class or improved road. A railway companions the road as far as La Paloma, near Rocha, so that all the resorts can be reached either by rail or road.

The first, Atlantida (Planeta Hotel and Casino), 36 miles from Montevideo, is ringed by fir forest and has a good golf course. A short distance beyond, in groves of eucalyptus and pine, is the intimate and small beach of Las Toscas. Four miles beyond Atlantida is La Floresta (La Floresta Hotel and Casino), surrounded by woods which can be explored on foot or on horseback. The chalets are pretty; the place reminds one of the village of Landes, near Biarritz. About 22 miles further on is Solis (Alcion Hotel), at the mouth of a river. It has a very long beach, good fishing, and delightful river and hill scenery.

The next resort, **Piriápolis**, has a fine casino hotel and some thirty others. Piriápolis is 18 miles from Solís and 80 from Montevideo. Its station, Pan de Azúcar, is 10 miles to the north. It has a yacht harbour. The town, set amongst hills, is laid out prettily with an abundance of shade trees, and the district is rich in pine, eucalyptus and acacia woods. The hills, of volcanic origin, rise to over a 1,000 feet, and there are medicinal springs. There are good walks up the two peaks of Cerro del Ingles and Pan de Azúcar, crowned by a tall cross. The Plate estuary is now left behind, and 18 miles from Piriápolis is **Maldonado** (Maldonado Hotel), a port on the Atlantic with a population of 7,000.

This peaceful small town, sacked by the British in 1806, has many colonial remains: the parish church, the watch tower in the plaza, and fortifications on the beach and on Gorriti Island. Almost its only activity to-day is seal fishing on the Lobos and Castelles Islands. It is 4 hours by rail from Montevideo.

Three miles further, facing the open waters of the Atlantic, lies the fast growing Punta del Este, with several beaches, some calm, some rough enough for surf bathing. The coast is more rugged here. There is a good golf course and fine fishing both at sea and in three near-by lakes and the river Maldonado. Many yachts and pleasure cruisers tie up at the port. (Hotels: Gran Hotel, with Casino; Biarritz: Playa; Miguez). Near Punta del Este the Playa San Rafael is growing rapidly.

This is the end of the beaches already developed, but there is a hundred miles of coast along which this Riviera could be extended eastwards towards Brazil.

Both road and railway run on to Rocha (Hotels Arrarte and Roma), 115 miles from Montevideo. Rocha, lying a few miles away from the sea, has a population of 28,500. Groves of palms dotted about the dune land gives it an unusual beauty. The railway is continued southwards to the coast at La Paloma (Hotel Cabo Santa Maria, with Casino). This is a good port for yachts, for it is protected by two islands. There is attractive scenery and good sea and lake fishing.

Beyond Rocha, on the road to Brazil, lie the two Colonial fortresses of Santa Teresa and San Miguel, the former said to be the oldest

fortress in South America.

WEST FROM MONTEVIDEO.

There are roads and railways to nearly all the towns which will be dealt with now, and buses run along most of the roads. The towns on the coast or on the Río Uruguay can be reached by boat, and

there are air services from Montevideo to most of them.

An almost straight paved road, part of the Pan-American Highway, runs from Montevideo westwards for 110 miles to Colonia del Sacramento, at which passenger boats from Buenos Aires berth. This is a busy road, for much traffic from the Argentine flows along it.

About 74 miles from Montevideo, a 3 mile branch leads north to Colonia Suiza, a Swiss settlement of some 4,500 people, with good hotels, in the "Switzerland of Uruguay." It lies in a beautiful area. At 75 miles along the main road, and just south, is another colony, this time of Waldensians, who still cling to some of the old manners and customs of the Piedmontese Alps. The three colonies are typical of the immigrant initiative which created the agricultural zone of Uruguay.

Four miles further on, a main road branches off right to Rosario (3 miles), Mercedes (102 miles), and Fray Bentos. (21 miles further). Rosario is a typical agricultural town; its main activities are dairying and grain production. Its port, Juan Lacaze, reached by a branch railway, lies 14 miles south-west. River steamers and yachts call here.

Colonia (del Sacramento) is a pleasure resort on land jutting into the River Plate. It was founded by Portuguese settlers from Brazil in 1680, and still contains samples of private and official Colonial buildings. The plaza is particularly picturesque. Buenos Aires, to which there is a ferry service, is only 31 miles across the estuary. Population: 10,000.

Hotels :- Esperanza, Colonial, Beltran.

Shipping Services:—Cía. Uruguaya de Navegación, Cía. Argentina de Navegación, to Buenos Aires, Wednesdays and Saturdays, 11.30 a.m. Fares: first class \$18.75; return, \$25.95.

The road swings north and north-west to reach the resort of Carmelo, 46 miles away, on the shores of Las Vacas River. (There

is no railway to it). Population: 8,172. The port is one of the safest in the republic for small craft; it harbours several hundred yachts during the season. In the summer there is a launch service to Tigre, across the river. The surrounding countryside is very like that of the Sierras of Córdoba. The ruins of a Jesuit building lie not far away.

Hotels :- Casino Carmelo ; Comercio.

Some 18 miles up the river, by car, is Nueva Palmira (population 3,500), a port of call for river steamers. The road is continued (in not very good condition), through the small river port of Dolores, 20 miles up-river from the confluence of the Río San Salvador with the Río Uruguay to

Mercedes: This livestock centre and resort is best reached, however, either by road from the main Colonia-Montevideo highway, or by railway from the capital (186 miles). It is set on the south bank of the Río Negro, 30 miles above the point where it empties into the Río Uruguay. Small vessels plying on the Río Negro connect at its mouth with large steamers plying between Salto, Montevideo, and Buenos Aires. This pleasant small town of 33,000 inhabitants is a yachting centre during the season.

Hotels: -- Comercio; Universal. Bank of London and South America, Ltd. (Agency). The road continues westwards (21 miles) to

Fray Bentos, a port on the Uruguay River, 120 miles above Buenos Aires and 250 miles, by water, from Montevideo. Passengers on the train from Mercedes have to cross the Río Negro by boat. The town's main industry is meat packing and canning; it is here that the Liebig extracts are made. The excellent port has 24 ft. of water. Population: 18,000.

Steamers:—Launch services four times a week to Gualeguaychú, in Argentina.

Paysandú, on the east bank of the Río Uruguay (navigable here to vessels of 14 ft. draught), and 76 miles by road from Fray Bentos, is the only Uruguayan town besides the capital which has reached a population of 50,000. It is an industrial town, mainly devoted to the meat industry, but there are important shoe and soap factories as well. There is a golf club and a rowing club which holds regattas.

Hotels:—Concordia; Paysandu.
Banks:—Bank of London and South America, Ltd., Banco Comercial.

Salto, 68 miles by road north of Paysandú (whence it can be reached by rail or river), is the third city of the republic, with a population of 48,000. Salto is a livestock centre, but it has also been called "The City of Oranges" because of the immense surrounding groves of oranges and tangerines, but these are now giving way to sugar cane and beet. Bees are farmed on a large scale. Across the river is the Argentine City of Concordia.

Hotels:—Gran; Español; Concordia. Banks:—Bank of London and South America, Ltd. (Agency.) Banco Comercial.

Above Salto the river runs between high banks, with many rapids, so that only small boats can ply on it. A favourite excursion from Salto is by launch to one of these rapids, the Salto Chico; another is to see the picturesque waterfall of Salto Grande.

Both road (92 miles) and railway run north to the little town of **Bella Union**, near the Brazilian frontier.

OTHER TOWNS.

There are about a dozen towns other than those mentioned in the text, all pleasant, and most of little significance.

San Jose, 60 miles by bus or train north-west from Montevideo, is the most important. With a population of 13,000, it is a typical "agricultural zone" town. It has one of the best and largest churches in the country, and its resounding public clock can be heard a fabulous distance. A statue to Artigas in the Plaza commemorates the Peace of April, 1872.

Rivera (with 22,000 inhabitants), on the Brazilian frontier, is the terminus of a railway line running north from Montevideo (351 miles). It is divided by a street from the Brazilian town of Santa Ana do Livramento. The railway is continued to Santos and Rio de Janeiro, in Brazil. Besides the inevitable cattle trade, tobacco and fruits are grown in the area.

Hotels :- Casino ; Nuevo.

The remaining two towns worth describing are on the Pan American Highway running north-east from Montevideo to the Brazilian frontier: Minas, at kilometre 121, and Treinta y Tres, at kilometre 332.

Minas, with about 25,000 inhabitants, is a picturesque small town set in the wooded hills which supply granite and marble. Lavalleja, the leader of the Thirty-Three who brought independence to the country was born here. There is an equestrian statue to him. The church's portico and towers, some caves in the neighbourhood, and the countryside around are worth seeing.

Hotels :- Minas ; Garibaldi.

Treinta y Tres, 200 miles by railway and road from Montevideo, has a population of 21,500. It is picturesquely placed a little distance from the Olimar River. The railway and the Pan American Highway go on to Río Branco, where they cross the Yaguarón River by an international bridge into the Brazilian town of Jaguarão.

NATURAL RESOURCES.

Apart from about 7 per cent. the whole land is given up to grazing. According to the latest census taken in 1951 the livestock in the country consists of some 8,200,000 head of cattle and 23 million sheep. There are 549,995 horses, 8,538 mules and asses, 16,887 goats and kids, and 274,392 hogs. The economy of the country is firmly based on the herds of cattle and flocks of sheep, which are slaughtered in the three frigorificos at Montevideo and the "Anglo," (Liebig's old frigorifico) at Fray Bentos. These establishments prepare tinned meats, frozen and chilled meats, extracts of beef, guano, dried blood, fats, glue from the hooves, and the hundred and one other by-products of a frigorifico. These are largely

exported to Europe and the U.S. There are also, in all, eight saladeros preparing charque and fats for export to Brazil and Cuba: four at Montevideo, three in Paysandú, and one at Artigas. Of the seven canning factories four are at Montevideo, two in Salto, and one in Paysandú.

In 1952 the total value of the exports of frozen beef, canned beef, frozen lamb and wethers and various meat products was U.S.\$40.6

millions, or 19.6 per cent. of total exports.

Most of the sheep stock comes from England: Merinos, Lincoln, and Romney Marsh. Wool, the main source of income, is clipped from September to November. In 1951-52 the clip was 186,343,000 lb. Domestic consumption is about 10 million lb., and the rest is exported, some 59 per cent. of it to the U.S. In 1952 wool shipments valued at U.S.\$90.3 millions, were 43.5 per cent. of total exports, compared with 60 per cent. in 1950. In the first six months of 1953, wool export was valued at U.S.\$104,345, or 71 per cent. of total exports by value.

The production of cattle hides, sheep skins and bristles is naturally large. The exports of these products in 1952 were valued at

U.S.\$23.4 millions, or 11 per cent. of total exports.

From the foregoing percentages of total exports represented by meat and meat products, wool, hides and skins and bristles, it will be seen that the pastoral industry accounted, in 1952, for 74.1 per cent. of the total exports. In 1951, they accounted for 71 per cent.

The pastoral way of life is so important in Uruguay that it would be advisable to give a more intimate glimpse of it. The typical Uruguayan estancia is set within a grove of high trees. At or near the gate is a small house, brick or adobe, with a roof often of thatch. This is the home of one of the puesteros, or pasture tenders, whose duty it is to look after one of the large potreros, or pastures, and to keep the gate.

Entering the pasture and driving through, one follows a cart track or an avenue of eucalypti. The pasture may be of 100 or even 5,000 acres. Well-managed estancias make rather small enclosures, the better to arrange their stock—from 200 to 500 acres in the main pastures, with smaller paddocks of from 40 to 100 acres, more or

less, near the headquarters.

The estancia headquarters gleam white through the trees. There are the galpones, or barns, for shearing and possibly storing the wool; stables for horses and sheds perhaps for cattle; small houses for the peons, or labourers; and last, the house of the estanciero himself, which may be large, but is usually a rambling, roomy, one-storey brick building, plastered on the outside, and roofed with tiles. It is probably surrounded by a garden yielding oranges, peaches, appricots, figs, plums, roses, flowers, and vegetables.

In ordinary weather, when there is little to do to the sheep, the men are employed in perfecting the fences, repairing the houses, getting up the sheep for assorting or culling, or in work with the cattle, of which there are always a number. The fences are inspected at short intervals and there is a rigid scrutiny of every sheep for scab

disease.

Lambing begins in April, May or June, and lambs born then

get a good start during the winter and grow rapidly in August and September, when the spring comes. Other estancieros have all the lambs born in August and September, or sometimes as late

as October.

Droughts in Uruguay are possibly less severe than in Argentina, though there is little difference in this respect. Locusts come in swarms from the north, settle over the lands, strip trees of their leaves, gardens of their plants, orchards of their fruit; consume even the grass and the very weeds. Few species of trees and plants are untouched by the destroyers. They come at irregular periods, and after a time disappear for another lull.

It is customary to furnish food to the labourers on estancias. The food is chiefly mutton, and a man and his family may consume

from 70 to 100 sheep in a year.

Commercial farming and grains: For reasons explained in the general introduction to this chapter only a small proportion of the land suitable to grain and crops has been used for that purpose. This agricultural zone can be delimited roughly by drawing a line from Punta del Este north for fifty miles, then due west for 175 miles to the Plata shore, 30 miles north of Colonia. Of Uruguay's total area of 17,950,000 hectares, only 1,257,900 are cultivated, though a further 3,918,000 hectares are suitable. The proportions were much the same in 1895. The agricultural area is, in fact, more or less constant, and there are few signs that it will increase at the expense of the pastoral area. The number of farmers of this area remains, moreover, fairly constant at about 100,000. About half of them own their own farms.

The main crop is and has been wheat (average 647,386 hectares), of which there is usually a fair amount for export, both as grain and flour. The second crop, flax, taking up less than a fifth (1953) the area to wheat, also yields a surplus for export, along with its byproducts, linseed oil and oil cakes. The third crop, maize, along with oats, common barley and brewing barley, are grown for internal use. Uruguay needs some 30,000 m. tons of rice, but grows 55,000 m. tons and exports the surplus. The growing need for edible oils, once entirely supplied by linseed, has led to the extensive planting of sunflower and groundnuts but there is rarely any export of their oils. There is, too, a certain amount of horticulture to supply the capital with potatoes and vegetables, but potatoes are imported.

Agricultural products accounted for 24 per cent. by value of the

total exports in 1952. This was an unusually high percentage.

Fruits (oranges, mandarines, lemons, pears, peaches, apples) of excellent quality are produced, but not for export, throughout the country. About 340 m. tons of tobacco, not nearly enough for local needs, is grown. The vineyards are nearly all in the department of Montevideo. About 72 million litres of wine and 107,000 m. tons of Tannat, Pinto, and Gamay Noir grapes are produced.

Fishing round the coast has not been greatly developed and the catch is only about 7 million pounds. During the winter months Montevideo is the anchorage of various whaling flotillas owned by British and Scandinavian firms operating in the South Atlantic.

URUGUAY.

Minerals are, unfortunately, almost completely absent. There is no coal, no oil, no iron. What Uruguay has in plenty is marble of great variety and beauty, as may be seen in many of the large buildings at Montevideo, more particularly the Legislative Palace, often called the Marble Palace. There is also a large quantity of granite.

Trade: The various exports of major importance have been dealt with in the text. The main imports are raw materials (including crude oil), machinery and spares, motor vehicles, fuel and lubricants, building materials, groceries and foodstuffs, and drapery and haberdashery.

		Exports.	Imports.
1949	 	 U.S.\$191,660,000	U.S.\$181,718,000
1950	 	 U.S.\$254,300,000	U.S.\$201,700,000
1951	 	 U.S.\$236,300,000	U.S.\$373,000,000
1952	 	 U.S.\$208,900,000	U.S.\$257,200,000

Exports are based on the value of licenses utilised and imports on the value of

clearance permits authorised.

In 1952 imports from the United Kingdom were U.S.\$29.0 million; from the U.S.A., \$60.9 million. Exports to the U.S.A. were \$50.3 million; to the United Kingdom, \$33.3 million.

The funded **Public Debt** at September 30, 1953, was 879.2 million pesos internal and 108.8 million pesos external.

INDUSTRIAL DEVELOPMENT.

The main impediments to industrial development are the lack of raw materials and particularly of coal and oil for power. Even firewood is imported. Uruguay's only source of power is water, thermal, and diesel generated electricity. A dam over the Río Negro was completed in 1945, and a plant with a capacity of 128,000 kilowatts is operating. Other such projects are in the planning stage. The annual production of energy is now about 700 million k.w.hs.

Uruguay has made rapid strides in the development of her industries. At first it was based upon locally produced raw materials: woollen textile spinning and weaving, leather goods, dairy industries, breweries, cement. But the closing up of foreign sources of supply during war-time created a number of other industries, many of them based on imported raw materials. The cotton textile industry is developing, but produces too few types and qualities. A rayon spinning and weaving industry, backed by United States capital, has been set up. Motor tyres are produced in the country. There is a strongly established pharmaceutical industry; wireless receivers and valves are also produced locally, as well as the simpler type of domestic electrical fittings. Electric stoves, domestic equipment, water heaters, and domestic refrigerators are also manufactured locally, often using certain imported components. There is an important local clothing industry. There is, however, no advanced heavy industry, no production of vehicles, internal combustion motors, complicated electrical machinery, cables, etc. Generally speaking, wages are high by South American and European standards in terms of output. Local industry suffers from the smallness of the domestic market and its inability to compete internationally on account of high production costs. Local manufacturers are protected by high tariffs and restrictive import licensing and manufactured exports are subsidized by special exchange rates.

INFORMATION FOR VISITORS.

A passport and visa is necessary for entry into Uruguay. Application for a visa should be made at least a month before sailing to the Consul-General at 66 Pont Street, Knightsbridge, London, S.W.I., or to one of the consulates at Glasgow, Liverpool, South-hampton, Cardiff, Swansea, and Dublin. Requirements for the visa vary, and enquiries should be made at a consulate in good time.

It is understood that tourists are given a visa, valid for 3 months, on production of a letter in duplicate from the Steamship Company stating class and approximate length of stay and certifying that they are bona fide tourists, and another from the Bankers guaranteeing

financial stability.

A business visitor needs the following documents for a visa:

(a) Proof, in the form of a letter from his employers or Chamber of Commerce or other responsible body, as to the business

nature of his visit;

(b) a medical certificate from the doctor appointed by the consul verifying that he has been vaccinated against small pox and diphtheria and is not suffering from an infectious disease; and

(c) evidence that he will obtain a passage to and from Uruguay.

The visa, which permits its holder to stay three months in Uruguay, may be renewed for another three months once, if necessary.

The same documents are needed by a person travelling through Uruguay to another country, plus a certificate from the competent authorities in the country of final destination that he is authorized

to enter that country.

Business men and commercial travellers are strongly advised to read "Hints to Business Men visiting Uruguay," which is issued free on application to the Commercial Relations and Exports Department of the Board of Trade, Horse Guards Avenue, Whitehall, S.W.I.

Best times for visiting: Most tourists visit Uruguay during the summer (December to March), though hotels are then inclined to be full and have to be booked in advance. Business visits can be paid throughout the year, but the best months are the winter months between June and August, and December and January. In the latter period the wool clips and crops are being actively exported and there are more liquid assets than at other times. In June, July, and August, orders are being placed for the winter season 12 months ahead.

Clothes are much as for England, depending upon the season. The heat, tempered though it is by the breezes, is inclined to be oppressive occasionally in summer, and light clothing is worn. In winter heavy clothing and underwear is necessary, owing to the Polar winds which can be expected. Women wear fur wraps.

Food precautions: Endemic diseases are rare. Fresh vegetables can be eaten, and fresh water and milk drunk without boiling at Montevideo only. Watercress is not advised. Inoculation against typhoid and small pox is a desirable precaution before a long stay in the remoter interior.

Local Information Centres: The Oficina Nacional de Turismo's Central Office at Calle Sarandí 394, issues excellent tourist literature in English. It has built a number of good Guest Houses at the various resorts; information about them is given at the Information

Office, Diagonal Agraciada and 18 de Julio.

"Automovil Club del Uruguay," Plaza Libertad 1356, founded in 1890 in Montevideo, publishes road maps of the city, its environs, and the country at large. It has set up a system of guide posts and danger signs, with directions as to the nearest petrol-filling station. The Club organizes excursions into Brazil, Argentina, Paraguay, Chile, and farther afield.

Carnival week, from the Sunday to the Tuesday before Lent, is a riotous festival of merriment in Montevideo which attracts a large number of visitors. The houses and streets are decorated; mummers and merry masqueraders, singing and dancing, parade the streets; there are flower battles by the sea at Pocitos; the hotels, clubs and casinos are thronged with masked dancers performing the tango and the zamba. In each district, open air stages are set up to give colourful, humorous shows and serious drama. It is, in short, a great communal merrymaking well worth attending.

La Semana Criolla, or Creole Week, offers horse-breaking, stunt riding by cowboys, dances and song. Women riders rival the men in skill.

The Cost of Living is very high for British visitors.

Prices: The Government has fixed authorised tariffs for luggage carriers and outside porters; for tug boat excursions and launch journeys to and from vessels off-shore; charges at its own hotels, at beaches, and admission to casinos. They are worth knowing.

The Press:—MONTEVIDEO: "El Bien Publico" "El Dia" "El Pais" "La Tribuna Popular." "Mundo Uruguayo" (weekly); "El Diario" "La Manana" "El Debate" "El Plata" "Accion" "Diario Oficial" "The Montevidean,"

(twice weekly, in English).

PUBLIC HOLIDAYS.

January 1: New Year. January 6: Children's Day. March 1, 2: Carnival. Easter Week: Week of the Tourists. April 19: Landing of the 33. May 1: Labour Day. May 18: Battle of Las Piedras.

June 19: Artigas' birthday. July 18: Constitution Day. August 25: Independence Day (1825) October 12: Discovery of America. November 2: All Soul's Day. December 8: Beach Day. December 25: Christmas.

Currency:—The monetary unit is a nominally gold peso or dollar, but the Republic has no gold coinage of its own. Notes of the Banco de la República Oriental del Uruguay circulate together with nickel small coins, or centesimos. Controlled buying and selling rates for imports and exports are fixed by the Banco de la Republica. The free market rates in November, 1953, were 7.84 pesos to the £, and 2.9 pesos to the dollar.

Weights and Measures:—Metric units are alone legal, but the use of some of the old land measures still persist.

Letters, Inland: City, every 20 grammes or fraction, 3 cts. Country, 7 centesimos. Abroad: South and North American States and Spain, every 20 grammes or fraction, 7 cts. Europe, Asia, Africa, etc., 12 cts. Air letters to Europe, \$0.36; to Spain, \$0.31; to U.S.A. \$0.25 per 5 grammes.

Air Mail and surface mail from Great Britain, see p. 28.

Telegrams:—Inland, Argentina, Paraguay, Chile, and Bolivia, ordinary telegrams, first 10 words, 70 centesimos; every additional word, 5 cts. There is a wireless telegraphy service between Montevideo and Buenos Aires, Santiago, New York, London, and Paris.

Cables:—The Western Telegraph Co., Ltd. (British) and the All America Cables & Radio, Inc., provide communication with all parts of the world through their cable stations at Montevideo.

Telephone calls may be made from the United Kingdom to Uruguay between 1 p.m., and 7 p.m., daily (G.M.T.). The minimum charge is £3. 10s. od. for a 3-minute call.

British Embassy and Consulates in Uruguay: The Embassy is at Calle Rincón, 454, esq., Misiones P-5. The Ambassador is Mr. E. R. Lingeman, C.B.E.

There is a Consulate at Montevideo, and a Vice-Consulate at Maldonado. The office of the Commercial Secretary is at the

Embassy.

Uruguayan Embassy and Consulate in Britain: The Embassy is at 48 Lennox Gardens, London, S.W.I. The Consulate-General is at the same address, and there are Consulates at Cardiff, Glasgow, Liverpool, Southampton, Swansea and Dublin. The Ambassador is Dr. Enrique E. Buero.

United States: The U.S.A., are represented in Uruguay by an Ambassador, a Consul-General, and two Vice-Consuls at Montevideo. The offices are at Av. Agraciada 1458.

VENEZUELA

Routes to Venezuela:--

From Great Britain and Europe:—The quickest route is by air. B.O.A.C. fly twice weekly to Jamaica, where a transfer is made to a West Indian Airways plane to Maiquetia, the airport for Caracas. (West Indian Airways has also a daily service from Maiquetia to Trinidad, where it connects with other airlines in the Caribbean). There are also services from Europe by Air France, K.L.M., and the Italian ALITALIA. The Venezuelan LAV has a twice weekly flight on the Maiquetía-Lisbon-Madrid-Rome route.

By sea, Royal Mail Lines have a cargo service with limited passenger accommodation between the United Kingdom and La Guaira. There are direct sailings

also by Harrison and Blue Star lines, but few passengers are carried.

From the U.S.:—Pan American Airways have now a direct flight from New York to Maiquetia, and on to Brazil, Uruguay, and Argentina. The Venezuelan line LAV has daily direct flights from Maiquetia to New York. The Venezuelan line AVENSA has a regular service from New Orleans and Miami.

By sea, Grace Line and the Royal Netherlands Line have sailings from New York to Venezuelan ports. The voyage takes six days. The Alcoa Line has sailings

from Gulf ports to La Guaira.

From Colombia:—Several air companies run services between the main Colombian cities and Maracaibo and Maiquetía. Caracas can be reached from

Bogotá by road.

From Peru:—The Pan-American Airways have a service from Lima to Caracas via Panamá, where an overnight stop is made. The Venezuelan line LAV flies the route direct and non-stop.

Venezuela has 2,000 miles of coastline on the Caribbean Sea. To the east is British Guiana and Brazil, to the south, Brazil, and to the west, Colombia. Its area is 352,150 square miles, or about twice that of Germany. It was given its name 'Little Venice' by the early Spanish navigators who found in the Indian lake dwellings of

Maracaibo a dim reminder of Venetian waterways.

The country falls into four very different regions: the Venezuelan Highlands to the west and along the north; the Maracaibo Lowlands around the fresh water lake of Maracaibo; the vast central plain of the Llanos of the Orinoco; and the Guiana Highlands, which take up over half the country. In order to understand the country's economy and its problems, it is necessary to consider these areas

separately.

The Highlands are an offshoot of the Andes. From the Colombian border they trend, at first, towards the north-east to enfold the Maracaibo Lowlands. This section is known as the Sierra Nevada de Mérida. Beyond they swell out into the Segovia Highlands north of Barquisimeto; they then turn east in parallel ridges along the coast to form the Central Highlands, dipping into the Caribbean Sea only to rise again into the North-Eastern Highlands of the Peninsulas of Paria and Araya.

Of these sub-divisions, the Central Highlands are by far the most important: they have the densest population, for they contain the capital, Caracas, and the cities of Valencia and Maracay. The mountains here rise abruptly from the dry and hot coast line to heights of from seven to nine thousand feet. Above an elevation of a few hundred feet there is abundant rainfall, so the slopes are covered with tropical forest. The capital, Caracas, lies in a small

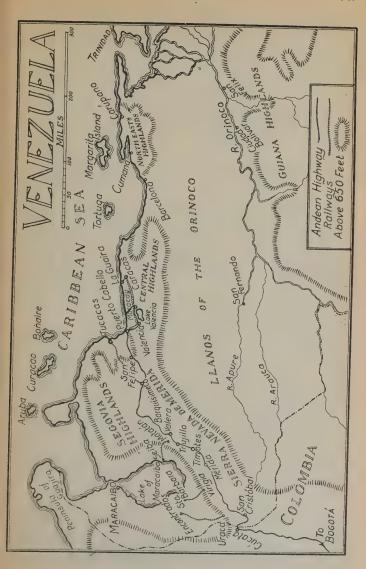
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basin, a rift in the mountain which runs some 15 miles east and west. Much more important from an agricultural point of view, is the deep basin between the northern and southern ridges of the mountains in which the town and the lake of Valencia lie. This great basin is

drained eastwards by the River Tuy.

Lake Valencia (100 square miles; but no steamers ply on it now), has shrunk a good deal in the last 100 years, so that there are wide lacustrine plains at both its eastern and western end. The basin, which is only 1,500 feet above sea-level, receives plenty of rain, and is by far the most important agricultural area in the country. Sugar and cotton are the main crops, and lesser amounts of rice, beans and maize are grown for the towns. And it is on the pastures east and west of Lake Valencia that the lean cattle of the llanos are fattened.

In all other valleys and depressions in the Central Highlands facing eastwards (the rain comes from the east), the great crops are cacao and coffee: cacao on the wet bottoms and lower slopes, and coffee on the higher slopes too steep for other uses. The rural people grow maize, beans, rice, manioc and bananas for themselves on the poorer and more inaccessible lands, using primitive methods and getting poor crops. Venezuela has to import a great deal of food each year. Even in the basin of Valencia the density of the rural population is small. It is a little higher in the Valley of Caracas.

Both Caracas and Valencia, the only important towns in their respective basins, are reached from the coast through relatively low passes in the Coastal Ranges. To reach the capital, Caracas, by road from its port, La Guaira, there is a climb of only 3,412 ft., though the slope is steep. The pass between Valencia and Puerto Cabello entails a climb of only 2,010 ft., for the road and the railway.

road and a railway also connect Caracas and Valencia.

The eastern part of the **North-eastern Highlands**, with summits rising to 6,700 ft., has abundant rainfall and cacao is grown in clearings in the tropical forest. The western part is comparatively dry; most of the inhabitants live in this region, some 46,400 of them at Cumaná, the most ancient European settlement in South America, and 26,446 at Barcelona. The oil now being exploited in Eastern Venezuela is the most important factor in its economy.

The Segovia Highlands, lying north of Barquisimeto, suffer from droughts, and are only sparsely settled where the river valleys remain wet. The Peninsula of Paraguaná is now becoming important because of the oil refineries there. The largest density of population is in Barquisimeto, which is served by the port of Puerto Cabello, to which it is joined by a modern highway. Sugar is grown here, and some cacao and coffee for export. There are some copper mines at Aroa.

The Sierra Nevada de Mérida, running from south of Maracaibo to the Colombian frontier, is the only part of the Venezuelan Highlands where snow lies permanently on the higher peaks. Near Mérida itself there are five such snow caps of 16,000 feet or so. A deep valley along the frontier (the highest point is 4,595 ft.), allows a passage through the mountains from the llanos to the low-lands of Maracaibo.

Several basins lying between the mountains are actively cultivated. The lower areas, up to 3,000 ft. (the tierra caliente, or hot country) with an all-the-year-round temperature of from 75 to 80 degrees, and with a three degree difference between the coldest and warmest month, are given over to tropical products. The tierra templada, or temperate zone lying between 3,000 and 6,000 ft., has an average annual temperature of between 65 and 75 degrees, and even a smaller difference between the hottest and coolest month. This is the coffee country. Higher still, between 6,000 and 10,000 ft., lies the tierra fria, or cold country, where grain is grown. Average temperature, which does not change with the seasons, is between 55 and 65 degrees. At 10,000 ft. or so, the potato is grown. Above the limit for trees and agriculture, between 10,000 ft. and the snow line at 15,400 ft., lie the alpine meadows, or paramos, as they are called.

The inhabitants are concentrated mainly in valleys and basins at between 4,200 and 2,600 ft., above sea level. The three towns of Mérida, Valera and San Cristóbal are in this zone. The paramos

are almost deserted.

The Sierra is peculiar in that it has two distinct rainy and dry seasons in the year. Two crops of the staple food, maize, can be

harvested up to an elevation of about 6,000 ft.

The Sierra is connected with Caracas by a motor road, but it is hardly used for the transport of the one great export: coffee. One railway alone penetrates the mountains. It runs from Encontrados (on the navigable Catatumbo River running into Lake Maracaibo), to Cúcuta, inside the Colombian frontier. Coffee from Colombia is exported over this railway.

The Lowlands of Maracaibo, lying in the encircling arms of the mountains, is more or less windless, extremely hot, and excessively humid. Average annual temperature is higher than anywhere else in Latin America. Rainfall steadily decreases from the foothills of the Sierra Nevada to the coast, and the diminishing water supply is expressed, in terms of vegetation, in the merging of tropical forest into semi-deciduous forest, and then into scrub forest as it nears the coast.

In these lowlands is the fresh water Lake Maracaibo, of about 5,000 square miles, 120 miles long and in places over 60 miles wide. It is joined to the sea by four channels, one of which, the "Barra de Maracaibo", is 2 to 8 miles wide, 34 miles long, and now used by

vessels of up to 7,000 tons.

Until 1917 the area was poor enough, dependant on fishing and the carriage of coffee across the lake from the Sierra. Since the discovery there of one of the world's greatest oil fields in 1917, there has been a magical transformation, both in appearance (a forest of oil derricks covers the shore swamps and some of the lake), and in prosperity. The wretched little town of Maracaibo which had 18,000 people in 1918, is now a modern city of 232,488.

Llanos of the Orinoco:—Ever since 1548, when they were introduced by the Spaniards, cattle have ranged the great treeless grasslands lying between the mountains and the Orinoco River, and for centuries these cattle have been driven up to the Basin of Valencia to be fattened. These grasslands, 600 miles long and 200 wide, are intersected by slow running streams and there is an occasional

small "lump" or mesa on the level plain. It is not good pasture land, and the cattle industry is endemically faced with the problems of the wet and dry seasons. From April to October the rains are so heavy that large areas are flooded. This is the time when the herds are driven to the higher lands of the north; those that remain are stranded on the mesas. From December until the end of March there is no rain; the rivers dry up into pools and swamps; there is a plague of insects; the tall savannah grasses become uneatable; the cattle starve and are driven south towards the damper areas near the Orinoco. Faced with these difficulties cattle tending is not, in fact, an economic proposition: it is a way of life for the llaneros, and a singularly stubborn one. If these cattlemen were moved by money incentives which hold for much of the rest of the world, the industry would come to an end tomorrow.

There are about 4,000,000 cattle on the llanos to-day; many are

of the Zebu type from Brazil and India.

The Guiana Highlands, lying south of the Orinico River, constitute half of Venezuela. They rise, in rounded forested hills and narrow valleys, to flat topped tablelands on the borders of Brazil. These lands are very sparsely populated; they are not even fully explored; but the savannahs (mixed with semi-deciduous forest), would make better cattle country than the llanos. So far, however, they have only attracted interest for the minerals they contain. The small town of El Callao, 112 miles by road to the Orinoco port of San Félix, is the largest gold producer in Venezuela. The gold is carried by air to Caracas. Diamonds have been found in many places, particularly on the Gran Sabana plateau. But it is the immense iron ore reserve in the area which is likely to have the

greatest impact on Venezuelan economy.

Summing-up:—Venezuela, then, is a country where natural obstacles to farming, cattle breeding, and communication are formidable. Had it not been for the discovery of oil, the country would have remained poor. Poor, in all but its mineral wealth, it still is. Its people are sharply distinguished into those who have profited in wealth, travel and education from the mineral resources and from the large coffee and cacao plantations, and the vast majority which scratches a bare living from an obdurate soil. The first group lives in luxury abroad or in Caracas or Valencia; the second still plods its immemorial way along the mule trails and eats, it is estimated, a quarter of the food a European needs. Bolívar, the Venezuelan Liberator, recognising this irreconciliable diversity in his own day, said that the country could only be effectively governed by "an able despotism". And so its later history has proved.

History:—At the beginning of the 16th century, Venezuela was inhabited by peaceful tribes of Caribs and Arawaks: better fed, healthier and more virile on the uplands, poorer and more disease ridden in the lowlands. They could make no effective resistance against the Spaniards who landed on the Peninsula of Paria in 1499. The first permanent Spanish settlement was at Cumaná, in 1520. Soon afterwards settlers reached Coro, at the foot of the Paraguaná Peninsula. Indian slaves were used to mine and pan for gold, but the results were disappointing and the settlers turned to agriculture, forming settlements at Barquisimeto in 1551, at Valencia in 1555,

and at Caracas in 1567. It was not until after a hundred years of consolidation in these areas that they began to occupy the rest of the country, inter-marrying freely with the Indians and later introducing Negro slaves to work the sugar plantations. Centralised colonial control from Spain was as irksome here as in the rest of Latin America to the mestizos and American-born Spaniards. There was a rising against Spain in 1796 and two abortive attempts to set up a government by Francisco Miranda in 1806 and 1811. When Miranda had been captured, the movement was led by Simon Bolívar, a Venezuelan with a touch of Indian blood born at Caracas in 1783. He met with little success at first, fleeing abroad on several occasions but returning in some force to capture Angostura, (now Ciudad Bolívar) in 1817. There he was joined by a contingent of experienced Peninsular veterans recruited in London; at their head, and backed by the cattlemen of the Orinoco, he undertook a dramatic march over the Andes to win the battle of Boyaca and capture Bogota. Three months later, the revolutionary congress at Angostura-with most of Venezuela still in Royalist hands-was announcing the republic of Gran Colombia, a union of what is at present Ecuador, Colombia and Venezuela. Six months later the revolutionaries routed the Spanish forces at Carabobo. There was some desultory fighting for two more years, but the last of the Spanish forces surrendered at Puerto Cabello in 1823.

Even before Bolívar's death in 1830, the first of Venezuela's "able despots", Páez, declared Venezuela an independent republic and shattered Bolívar's dream of unity. The second, Guzmán Blanco, who assumed power in 1870, built most of the railways. The third, Juan Vicente Gómez, ruled from 1909 to 1935. This anti-libertarian and astute business man—he cornered the cattle industry—was also a great builder of roads and on a long view a

benefactor to his country.

Population:—The census of 1950 put the total population at 4,985,716 including the native Indians. The vast majority are mestizos, of mixed Spanish and Indian blood. There are some pure Indians, but they are mostly in the Guiana Highlands and in the forests west of Lake Maracaibo. There are a few pure Negroes and a strong admixture of Negro blood along the coast, particularly at the ports. Due possibly to the greater abundance of food, the comparative absence of insects and diseases, and the bracing nature of the terrain, the people of the uplands are still healthier, stronger, and more energetic than the people of the lowlands, but general health is poor and the death rate high. Tuberculosis is widespread. Though the water supply has been improved, typhoid fever and dysentery are common and tropical diseases affect wide sections of the people. The streams around Caracas in particular are responsible for bilharzia in large numbers of people.

Slightly more than half the population lives in the towns.

Religion and Education:—The people are nearly all Roman-Catholics, but there is toleration of other religions. Elementary schools are free, and from the age of 7 to the completion of the primary grade, compulsory. This looks well on paper, but the fact remains that about sixty per cent., are still illiterate. There are three

universities, one at Caracas, over 300 years old, one at Mérida, and one, the University of Zulia, at Maracaibo. As becomes a country so utterly dependent upon minerals, there is also a School of Geology

at Caracas.

Social Insurance: Sickness and maternity insurance and workmen's insurance, established by law in 1944, applies as yet only to parts of the country. Farm workers (about half the population) are outside the act. Insurance against industrial accidents and disease (premiums paid entirely by the employer) is compulsory. So also is sickness and maternity cover, paid jointly by employers and employees, for all employed persons whose annual wage is under Bs 9,600. A workman's compensation law applies to all workers not subject to compulsory social insurance: employers are liable, in case of occupational injury or disease, to pay the compensation fixed by law, but are not forced to insure against it. Petroleum companies operating where compulsory insurance does not yet apply are obliged to maintain hospitals and dispensaries for their workers and to organise their own medical services.

Constitution and Government:—The Republic of Venezuela is a Federal Republic of 20 states, a Federal District, and two territories. All its constitutions, and there have been many, have

been singularly enlightened but often in abeyance.

Sixteen of these have granted suffrage to all Venezuelans over 21 unconditionally. Since 1830 only one has insisted that the voter should be able to read and write; only two have denied the right of voting to women; five have put the voting age at 18; and only one has allowed the President to succeed himself after his term of office. The electoral statute of April, 1951, restricted the vote to those over 21.

Following the general elections of November 30th, 1952, Lieut.-Col. Marco Pérez Jiménez was declared President by the Constituent Assembly. Dr. Aurelianí Otáñez is Minister for Foreign Affairs and

Dr. Laureano Vallenilla Lanz is Minister of the Interior.

CAPITAL AND CHIEF PORTS.

Caracas, the capital, founded in 1567, has a population of 695,095. It lies in the basin of Caracas, on the southern slopes of the coast range, at an altitude of 3,136 ft., but the southern parts of the city are 400 ft. lower. A comparatively low pass (3,412 ft.), gives it access by rail (disused) and road to its port, La Guaira. The distance down the sharp slope is only 9 miles; the magnificently engineered new road between the two towns is only 10.8 miles-20 minutes by automobile. Another railway (99 miles) runs to Valencia, a difficult undertaking with 86 tunnels and 217 bridges. Gómez also built a road to Valencia to bring up its meat supplies. Caracas, surrounded by mountains, difficult of access and not a natural focal centre for routes, has only one advantage to balance its disadvantages as a capital: its healthy position. Although in a torrid zone, the temperatures are moderate, showing a maximum of 90°F. in July and August, and an occasional minimum of 48°F. in January and February.

The city is regularly laid out, with streets at right angles to each other. It has broad, shady avenues and squares. Parts of the city, particularly the centre, are old. The flower gardens everywhere, with their trees festooned with orchids, make it a richly colourful town. The new Avenida Bolívar has been driven through the heart of the town. The structures along it all have a prescribed minimum

height, becoming gradually lower as the distance increases from the two skyscrapers of 26 stories each at the centre. It has been built on three levels: the top level for local traffic; the one below for parking; and the bottom level for through traffic.

The Plaza Bolívar, with a statue of the Liberator, is in the centre of the city. It is paved with mosaics and shaded by trees. Most of the great public buildings and of the places worth visiting are close by.

Points of Interest:—The Panteón Nacional, on Av. Norte, the resting place of Bolívar; the tomb of Miranda, who died in a Spanish prison, has been left open to await his return. The Casa Bolivar, where the Liberator was born, a colonial house built round a patio. The Palace of Justice, which contains the banner of Pizarro, conqueror of Peru. The Capitol, where Congress meets; in the north wing is the Elliptical Salon, with some impressive paintings and a bronze urn containing the 1811 declaration of independence. The Museo Boliviano, with relics of the war of independence, including the sword presented to Bolívar by Peru, and the spear used by Páez in the battle of Carabobo. The Academy of History, whose library contains the 62 volume diary of Miranda discovered in an English country house. The Colegio Chavez, an attractive colonial building. El Mercado (the market), a block south of Plaza Bolívar, a glorious pot-pourri of multicoloured local life. El Calvario, a hill reached by going west from Plaza Bolívar, has magnificent views of the city. The Cathedral, for its beautiful facade; the Church of San Francisco, for its colonial altars.

The best paintings, mostly of national heroes and history, are in the Elliptical Salon, the Ministry of Foreign Relations, the Holy Trinity (with an alleged Rubens and Murillo), the City Hall, La Pastora, and the Museum of Fine Arts.

Passenger Services:—Bus services run to a fixed schedule but are often overcrowded as in most South American towns; they are rarely used by foreigners. The taxi service is excellent. The fare within city limits is a flat rate of Bs 2, but Bs 3 is often asked for one person, or Bs 8 for the hirer. There is a system of "puestos," or taxi seats. A taxi takes 5 passengers at a time, charging according to distance: Bs 5 to 8 to La Guaira, for instance, and Bs 5 to 10 for the up-mountain return journey. After midnight taxicab drivers are allowed to charge whatever they like; it is best to settle matters beforehand. The Hotel Avila, set high outside the city, has a frequent and free car service for residents to the business centre. The "Lineas A.R.C." run bus services to most of the bigger towns.

HOTELS.

Single room.

Tamanaco	 see advertisement	pages	384, 385.
Avila	 Bs. 65 a day		
El Conde	 Bs. 60 .,		,
El Conde	 Bs. 35 ,,		(without meals)
Potomac	 Bs. 25		(with shower, without meals)
Waldorf	 Bs. 20-25 a day		(without meals)
Anauco	Bs. 20-30 ,,		(without meals)
Astor	Bs. 60 ,,		(per flat of 3 bedrooms, sitting room, two
220002 11	 		shower baths and kitchen. No meals
			provided)
Nacional	Bs. 20 a day		(without meals)
	No		
Comercio	 Bs. 15 ,,		(without meals)
Quasimodo	 Bs. 15 ,,		(without private bath, and without meals)
Ambassador	 Bs. 20 ,,		(with bath and telephone, without meals)
Normandie	 Bs. 15		(with bath. No meals)

The Avila is high up overlooking the city. The Potomac is just outside the centre of the city; so are the Waldorf and the Astor. The Nacional, El Conde and Anauco are in the centre, convenient for banks and business houses but noisy.

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The Comercio is near the premises of most of the vehicle and machinery importers. The Quasimodo is in an eastern suburb away from the business quarter.

The Quasimodo is in an eastern suburb away from the business quarter.

The Avila and El Conde have good dining rooms; the Anauco and Quasimodo have noted restaurants attached. The Avila offers inclusive terms only. Of the other hotels, those which have dining-rooms offer the guest the option of inclusive terms (American Plan) if he prefers.

Restaurants:—The best known are Paris, La Cremaillere, Canterbury, Pasapoga, Chez Anatole, La Bastille, Junko Golf and Country Club, Jockey Club, Genova and those at the big hotels.

Clubs:—The luxurious Country Club, east of the town and at the foot of the mountains, has an 18-hole golf course. Others are clubs Valle Arriba, Caracas Sports Club, Altamira, Paraiso, Venezuela, Florida, Los Cortijos, Caracas, Central. Membership of the better clubs is attained by the purchase of a share, which costs Bs. 32,500 for the Country Club and Bs. 21,000 for the Valle Arriba Golf Club.

Sports and Recreations:—Golf, tennis, riding, fishing, racing, motoring, bull fights (almost every Sunday), baseball, football, swimming, etc. There are tolerably good theatres and numerous cinemas.

tolerably good theatres and numerous cinemas.

Excursions:—By road to Petare along Av. Paraiso and 19 de Diciembre, La Vega, Antimano, Los Chorros, passing "La Florida", Sabana Grande, Chacao and Los Dos Caminos. The road to Petare, a picturesque little town, skirts the slopes of the Avila.

Along the Great Andean Highway as far as (56 miles) Cagua, then south to San Juan de los Morros, where there are hot springs. The road goes on into the Llanos and bifurcates: one branch south-westwards to San Fernando de Apure, one southeastwards to Ciudad Bolivar.

British Embassy and Consulate: - Edificio Titania, San Bernardino.

U.S.A. Embassy and Consulate :- Av. Avila, San Bernardino.

Anglican Church:—Av. Libertador, Las Caobos.

British Council:—(Instituto Cultural Venezolano-Britanico):—Villa Delfina,

Av. Mexico, Los Caobos.

All America Cables and Radio, Inc.:—Calle Norte 2, No. 26. Branch

Offices: Hotels Avila and Nacional.

Banks:—Banco Central; Banco de Venezuela; Banco Caracas; Bank of London and South America; Royal Bank of Canada; Banco Holandes Unido. Rail: -To Maracay, Valencia, and Puerto Cabello, 10 hours; to Ocumare del Tuy.

La Guaira (population, 9,500), is a beautiful harbour hung with a back cloth of mountains crowned by La Silla (the saddle). The town is perched on a narrow ledge between mountain and sea, with a few red roofs dusted about the slopes. Nearly all imports to and exports from the Central Highlands pass through it. A breakwater has transformed an open roadstead into a commodious harbour. Local steamers connect with Maracaibo and Puerto Cabello.

There is little rainfall and the town is hot, with a mean temperature of 85°F. Macuto, 3 miles away, is not sheltered from the prevailing east wind and has a more pleasant climate. It is a favourite resort between November and March. Maiquetía, not far from La Guaira, is the largest air port in Venezuela.

Hotels: - Palmar and numerous small pensions.

All America Cables and Radio, Inc.:—San Juan de Dios, r.
Excursions:—To Caracas, 20 minutes by road. The old highway is still open, passing through astounding scenery and glorious views of the coast.

Maracaibo, on the north-western shore of Lake Maracaibo, capital of the State of Zulia, is 572 miles by sea from La Guaira. It exports coffee from the Sierra Nevada de Mérida and the Colombian border, but its great population (241,952) and its importance comes from the fact that it is set in one of the most productive oil regions of the world. The harbour has deep water, and the bar is passable to ships drawing 18 ft. 6 in. Plans for canalising the bar to a depth of 27 ft., have been completed; work began in 1953.

The climate is damp and hot, but healthy. The hottest months are July, August and September, but there is usually a sea breeze from 3 p.m. until morning. The mean temperature of 83°F. and average humidity of 78° are most felt at sea level. The new part of the town round Bella Vista and towards the airport, occupies higher ground. New Government buildings have been built, others modernised and miles of streets paved. The city dates from colonial times, has a cathedral and many ecclesiastical institutions, and good parks.

Indian villages which dotted the shores of Lake Maracaibo a few years ago have been replaced by thriving oil towns, such as La Rita, Cabimas, La Salina, and Lagunillas. La Mesa (Hotel Europa), 25

miles west of Valera, is a favourite resort.

Hotels: -Hotel del Lago, (see advertisement pages 384, 385); Detroit; Granada;

Normandie; Victoria.

Communications: Maracaibo is connected by air with Maiquetia (air port for Caracas), Las Piedras, San Antonio (air port for San Cristobal), Merida, Valera, Barquisimeto, Las Piedras (for Amuay and Cardón) and other Venezuelan towns. Other air lines connect Maracaibo with Barranquilla, Curaçao, Trinidad, Miami, New York and Europe. There are motor bus lines to Caracas and the Andes, but these are not recommended to those who want a high standard of comfort. It is often possible to find taxis both to Caracas and the Andes towns which charge so much per person. Grace Line passenger vessels have a weekly service to Barranquilla and New York.

All America Cables and Radio, Inc.:—Calle del Comercio 2.

Banks:—Banco de Venezuela, Banco Comercial de Maracaibo, Banco de Maracaibo, Royal Bank of Canada, Banco Holandes Unido, Banco Frances e

From Maracaibo and the Eastern Shore of Lake Maracaibo there are pipe lines to the Paraguana Peninsula, where both the Shell and the Standard Oil groups have built refineries, the first at Cardón, and the latter at Amuay. The airport, which has services to Maracaibo (55 min.) and Maiquetia (air port of Caracas), is known as Las Piedras. The town itself is known as Punto Fijo (Hotel Caribe). Eventually all four places will form one big town. The road to the south-east is good, but the one to Maracaibo cannot be recommended.

Puerto Cabello, 60 miles to the west of La Guaira, is the natural outlet by road and railway over a low pass for the products of the rich Valencia basin. Valencia itself is only 34 miles away. This, the second most important Venezuelan port, has an excellent harbour, a lighthouse, and a dry dock shipyard. There are corn, cotton, and saw mills, marble works, and several fine cigarette factories, and salt evaporating works. The average temperature is 81°F.; the population, about 34,413. The local playground is the Plava Ganango beach, half-an-hour by car.

Besides the Great Andean Highway, which gives it access south to the Valencia basin and westwards to Colombia, there is a modern highway which runs past Tucacas to Coro, at the neck of the Paraguaná Peninsula, and thence continues as an earth road to Altagracia, in the narrows of Maracaibo Lake. Coro has a popula-

tion of 29,720.

Hotels at Puerto Cabello:-Rivera, Los Baños, and Balneario Cumboló, on the beach 10 minutes from town; at Coro: -- Miranda.

THE GREAT ANDEAN HIGHWAY.

Since a number of passengers now leave their ship at La Guaira, travel by road to Caracas and Valencia and rejoin their ship at Puerto Cabello; and since this road is continued westwards along the axis of the Highlands to Colombia, with most of the important towns of Venezuela strung along it like beads, it is proposed to follow it in some detail from Caracas to where it crosses the border into Colombia,

730 miles away.

The road from Caracas twists through the piled up mountains to Los Teques, capital of the state of Miranda (Hotel Los Alpes, with a magnificent view of the mountains), and then through several attractive little towns till it deploys into the more open coffee and cacao country of the Aragua valley and reaches, 67 miles, the town of

Maracay, the capital of Aragua State. It has a population of about 74,175, and is at an altitude of 1,500 ft. It was once in his heyday, the playground of General Gómez after he had cornered the cattle industry, and some of his most fantastic whims are still there for all to see: the enormous Hotel Jardin with its beautiful park and fountain, built for his revels; the unfinished opera house opposite; his modest little house for personal use, and the bull ring, an exact replica of the one at Seville. The Gómez mausoleum, built in his honour, has a huge triumphal arch. Maracay has two military aerodromes. The main importance of Maracay lies in its military training institutions; it is the Aldershot of Venezuela. It is also the centre of an important agricultural zone and the school and experimental stations of the Ministry of Agriculture are worth visiting. The main industry is textiles.

Hotels:—Jardin, Moro (converted from a private residence belonging to Gomez

and built in an attractive colonial style), Barracas.

Excursions:—To Lake Valencia, where boats take visitors amongst the many small islands; to Las Delicias, Gómez's country house, where he died, with its adjoining zoo: to Ocumare de la Costa, 30 miles north via Rancho Grande, the uncompleted palace Gomez was building when he died; and on to Turiamo, a deserted port, along a road built by Gómez so that he could escape to the sea if things grew too hot for him. There is a road southwards to the llanos. Turiamo is now to be converted into Venezuela's naval base.

Twenty-nine miles to the west of Maracay the road reaches,

through low hills richly planted with citrus, coffee and sugar,

Valencia (population, about 88,674), the capital of Carabobo State. It stands on the west bank of Cabrioles River, three miles before it empties into Lake Valencia. It is the third largest city in the republic, the centre of its most developed agricultural region, and the most industrialised. The climate and situation are delightful and attract visitors, though there is often a plague of insects and the annual mean temperature is 76°F. The city is becoming an important industrial centre. The atmosphere of the most ancient and narrower streets is that of old Spain. The interesting Cathedral and the market place face each other across the central plaza.

Hotels: -- Carabobo, Victoria.

Excursions:-To the monument on the battlefield of Carabobo, southwards, to see the battle story told in bronze: the British soldiers who helped Bolivar are

particularly realistic.

The road winds down a mountain valley to El Palito, from which there is a 7 mile branch to Puerto Cabello. Here it strikes up into the Andes again, reaching an altitude of 1,800 ft., at (58 miles) San Felipe (population 18,060), the capital of Yaracuy State and a centre for sugar, cacao, cotton, maize, fruits, rice, and hides. (Hotel: Bolivar).

There are two roads from Valencia to Barquisimeto: the Andean Highway we are following or an alternative road (50 miles longer, but better) via Acarigua, a thriving town in the centre of an agricultural zone.

Barquisimeto, the capital of Lara State, with a population of around 116,254. Altitude, 1,856 ft., mean temperature, 78°F. The town stands on one of the alluvial fans so prominent in the Andes, and deals largely in the produce of the area: sugar, coffee, cacao, cereals, cattle, and copper. It manufactures fibre hammocks and bags. The city, with one foot, as it were, in the llanos, is the gateway to and the collecting point of the semi-barren Segovia Highlands to the north.

Hotels: - Rex; Nueva Segovia; La Francia; Astor.

The road now runs almost due west in the direction of the Maracaibo lowlands and its port which, as we go on, becomes more and more a magnet for the area's products, difficult though it is to transport them for shipment. About 85 miles west of Barquisimeto,

Valera (Hotel Atlantico), the most important town in the state

of Trujillo, with a population of 20,000.

Hotels:—Martines; Atlantic; Excelsior.

Near Valera are La Mesa (Hotel Europa) and La Puerta (Guadaloupe, a fine hotel), both hill resorts for Maracaibo and district.

From Valera a visit may be paid to the state capital, Trujillo, (Hotel Carmona), at 2,640 ft. This politically important town is gradually losing ground commercially to Valera. Valera has an airport with lines to Barquisimeto, Caracas, Maracaibo and Merida. There is a good road, mainly asphalted, via the eastern side of Lake Maracaibo to Palmarejo, whence there is a car ferry to Maracaibo.

The Western Andes of Venezuela: We are now in the Sierra Nevada de Mérida and come, after 25 miles, to Timotes, a mountainous little place set high in the tierra fria, the cold grain zone. The road now climbs steadily, by tortuous loops, through increasingly wild and more and more barren and rugged country, past the tree line and on to a windy pass where it crosses at 13,500 ft. Here can be seen the monument to Bolívar's famous crossing of the Andes to liberate Colombia. On the pass itself stands a very pleasant little hotel (Paramó) in chalet style. The road then dips rapidly, descending through the striated zones of timber, grain, coffee and tropical products to reach level land at last and the town of Merida.

Hotels at Timotes :- Park ; Aliso.

Mérida, capital of Mérida State, whose white towers have long been visible, stands at an altitude of 5,400 ft. (mean temperature, 65°F.), on a typical alluvial terrace seven miles long, and surrounded by cliffs and plantations. It has grace and charm, and might have been lifted straight from Castile, with its narrow cobbled streets, its flowers, its convents, its shuttered houses and neat plaza at the town's centre with university, cathedral, barracks and hotel grouped round it. Here is the religious and academic centre of the republic. It holds its market, attended by Indians, on Monday; its jour de fete, with masked dancing and revelry, is on April 4. The town is famous for its candied fruits. Population, 24,994.

Air Service: -direct to Maracaibo, 70 minutes; also to Caracas and San Antonio,

Hotels: - Sierra, La Cordillera, Suiza,

The road passes on through the riotously fruitful Chama Valley to Lagunillas. Fifty miles beyond Mérida the road begins to climb towards the paramo of La Negra. A 185 miles from Mérida, after passing through wild country on the borders of Tachira State, it reaches

San Cristóbal, on a plateau 34 miles from the Colombian border, at an elevation of 2,720 ft. Population, 56,073. It stands on an alluvial terrace above the Torbes River, which flows south into the Orinoco basin. (Hotel El Corozo).

From San Cristóbal there is a good new road over the mountains, with beautiful Andean views, to San Antonio (the air port for San

Cristóbal).

Hotels at San Cristóbal: Bella Vista, Royal. San Antonio: None.

San Antonio is the frontier town and is connected by international bridge with Colombia. Crossing this bridge, the traveller reaches the Colombian town of Cúcuta, distant about 10 miles, whence he

can continue by road or air to Bogotá.

From Caracas there is an alternative and very scenic route. Continuing from Acarigua, between Valencia and Barquisimeto, there is an asphalt road to Guanare (Hotel La Coromoto), a national place of pilgrimage with an old and interesting parish church containing the much venerated picture of the Virgin of Coromoto, patron of Venezuela. The asphalt road continues to the thriving cattle town of Barinas. A few miles before Barinas, another good but unpaved road leads through wonderful mountain valleys to join the Valera/Merida road, about halfway between Timotes and Merida. In 1954, yet another road to S. Antonio will be completed along the end of Lake Maracaibo; this will provide a much quicker if less interesting transit between Barquisimeto and the Colombian frontier.

EASTERN VENEZUELA.

Eastern Venezuela, with Highlands in the north-east rising to 6,700 feet, the great Llanos of the Orinoco to the south, and south of the Orinoco again the range of Guiana Highlands, was not until quite recently of much account in Venezuelan economy. Some coffee and cacao are grown on the eastern slopes of the north-eastern Highlands in the tropical forest, but the western slopes are subject to drought. Cattle roam the Llanos, and the Guiana Highlands produce gold and diamonds. But this picture has been changed. About 29 per cent. of Venezeulan oil now comes from this area, and south of the Orinoco a vast iron ore deposit has been discovered and is now being mined.

Eastern Venezuela can most conveniently be divided into three zones: the petroleum zone, the Orinoco zone, and the coastal zone.

The journey into the petroleum zone may well begin at the international airport of Barcelona, which is served by K.L.M., L.A.V., TACA, and AVENSA.

Barcelona, capital of Anzoátegui, with a population of about 26,446, lies on the west bank of the Neveril River, 3 miles from the ocean. It is connected by rail with the port of Guanta, 11 miles away. There are salt mines and a large number of livestock in the district. Other products are sugar, cacao, coffee, and tobacco. Shell have started drillings at Los Conucos, about 50 miles to the west. Mean temperature, 80°F. Steamers from La Guaira call at Guanta.

Hotel: —Plaza. Bank at Guanta: Royal Bank of Canada.

Barcelona has a few modern buildings, a brewery and bottling

plants, but it has now been surpassed commercially by

Puerto La Cruz, 10 miles from Barcelona, from which it is reached by an asphalt highway. Puerto La Cruz, formerly a fishing hamlet, is now a thriving town of 36,000 with two oil refineries (Mene Grande and Phillips). Its commercial sea port is Guanta, with regular lines to the U.S., and European ports. Between Barcelona and Puerto La Cruz is the pleasant residential and bathing resort of Lecheria (Hotel Lido).

Puerto La Cruz Hotels: Miramar; Guaraguao; Francia; Polo Norte.

Bank: Royal Bank of Canada.

An asphalt road goes inland, skirting Barcelona. At Km. 52 (where there is a restaurant), a road forks left to Jusepín, Quiriquire, and Caripito, all oil camps of the Creole. Near Jusepín is Santa Barbara (air port), an oil camp of the Sinclair. Caripito is the Eastern headquarters of Creole (Standard Oil); it can be reached by ocean-going tankers and vessels by river from the Gulf of Paria.

On a subsidiary road turning right before reaching Quiriquire is **Maturin**, capital of the State of Monegas. It is an important commercial centre with a population of over 40,000. It has an

international airport with services to Caracas and Trinidad.

Hotels: Internacional; Alameda; Italia.

Continuing straight on from Km. 52, the road reaches Anaco (Hotel Club Molino). It has an airport, is an important centre for oil well service contracting companies, and is the headquarters of Socony Vacuum. Beyond Anaco a branch road leads to San Joaquin (Creole), and San Roque (Phillips).

The main road continues to Cantaura, a minor centre, and goes on to El Tigre and El Tigrito (Hotels: Oasis; El Rancho), both important trading centres within 12 miles of one another. About 5 miles along the road is San Tome (airport), the eastern headquarters

of Mene Grande (Gulf Oil).

From El Tigre a good asphalt road leads off to Caracas; the one we are following leads, straight and flat, 75 miles over the Llanos to **Soledad** (*Hotel Torre*), on the north bank of the Orinoco river. From Puerto La Cruz to Soledad is about 175 miles. On all the roads mentioned there are taxis carrying passengers on a seat basis, or they may be hired for exclusive use.

Crossing the river we leave the petroleum zone and enter what may be termed the Orinoco zone, though Texas has a small field in the Orinoco zone too, at Tucupita (airport), in the Delta. There are car ferries from Soledad across the river (up to 8 p.m.), to

Ciudad Bolívar, set on the southern bank of the Orinoco 250 miles from its delta. It is no exaggeration to say that this town, of less than 41,100 inhabitants, is the commercial and trading centre for half Venezuela—the poor half. In spite of the tropical climate and an average temperature of 83°F., the town is fairly healthy. It stands at one of the 'narrows' of the Orinoco, where the river is not more than a mile wide.

To this river town are brought for export the various products of

the area: gold, diamonds, hides and skins, balata, chicle, and tonka beans. It is, in turn, a considerable importer and distributor of the cheaper kind of goods. It remains to be seen what effect the great iron ore workings to the south will have on the town in the next few vears.

The town was once known as Angostura, and under that name was important in the life of Bolívar; it was to Angostura that he withdrew after defeat to reorganise his forces, and the British Legionaries joined him; it was at Angostura that he was declared President of that Gran Colombia which was to crash before his death. When the town was still known as Angostura, a physician invented the famous bitters there in 1824. The factory was moved to Port of Spain in 1875.

It is, in many ways, a busy, romantic place, with a constant coming and going of the most varied river craft. It has now a floating pontoon dock where ocean-going cargo boats (K.N.S.M. and C.A.V.N.) discharge. At weekends LAV planes run excursion flights over the Angel Falls, about 150 miles away in the jungle. These are said to

be the highest falls in the world.

Hotels:—Bolivar; Piscina.

Bank:—Royal Bank of Canada.

Airport:—Served by LAV and AVENSA.

From Ciudad Bolívar a good road leads to Puerto Ordaz (airport) at the junction of the Orinoco and Caroni rivers, a new river port with about 8,000 inhabitants and the headquarters of the Orinoco Mining Company. Iron ore is brought by private railway from Cerro Bolívar for shipment overseas. From Puerto Ordaz there is a car ferry over the Caroni to San Felix, port of shipment for the Iron Mines Company of Venezuela. Its headquarters are at El Pao, with which San Felix is connected by rail and road. From El Pao another road leads back to Ciudad Bolívar. The round trip: Ciudad Bolívar—Puerto Ordaz—San Felix—El Pao—Ciudad Bolívar, can easily be done by car in a day with stops at all three places.

There are few other commercial centres of any note on the Orinoco and its tributaries. The most important are San Fernando de Apure (Hotel Apure), and Puerto Ayacucho (Hotel Orinoco), capital of the Federal Territory of the Amazonas. Both can be reached by river from Ciudad Bolívar, or by LAV planes which continue to San Fernando de Atabapo; those with enough time, money and foolhardiness can go on by water to Brazil and the

Amazon.

The Coastal Zone: Starting east from Puerto La Cruz, the road passes through Guanta and Pertigalete (cement factory) and goes on through the most beautiful coastal scenery in Venezuela to

the seaport of Cumana, 52 miles from Puerto La Cruz.

Cumana straddles both banks of the Manizanes, a mile from Puerto Sucre. It is the capital of the State of Sucre, with a population of about 50,000. It has an important sardine canning industry and exports coffee and cacao. There is an airport. Average temperature:

Hotel :- Europa.

The road goes on to the port of Carúpano, on the Paria Peninsula. It has a population of 30,000, an airport, and exports coffee and cacao. Important sulphur mines are being developed in the area.

Hotel:—Carúpano.

Margarita Island, lying off the north coast, is reached by steamers or sailing vessels from the mainland ports, or by air. It is over 40 miles long and from 5 to 20 miles broad, with an area of approximately 444 square miles, of which 144 square miles is salt marsh and The population is over 70,000, which makes it the most densely settled area in Venezuela. The climate is exceptionally good, but rain is scanty and water has often to be imported by boat. The islanders are mainly occupied in pearling, fishing (the fish are exported to the mainland), and in fibre work, such as hammocks and straw hats. The main port, Porlamar, with a population of 10,000, is the chief commercial centre. A port, Pampatar, on the southeastern side of the island, can be reached by car from Porlamar. Population, 1,000. The capital is La Asuncion, with a population of 4,500. The famous virgin in the Cathedral wears robes covered with pearls. This tropical island, with its excellent climate and most interesting people is well worth a visit. The best time is January, February, and March, when the pearling fleets set out.

Hotel at Porlamar:—Hotel Turismo. At Pampatar: Hotel Nueva Cadiz. Both towns are linked by air with Caracas through the airport at Porlamar.

ECONOMY.

Venezuela, now the world's second largest producer, is utterly dependent on oil. Some 71 per cent. of this comes from the Maracaibo basin and 29 per cent. from eastern Venezuela. The main producers are the Creole Petroleum Company (52 per cent.), the Shell Group (28 per cent.), and the Mene Grande Petroleum Company (15 per cent.). Production, given a great impetus by the last war, was 546,700,000 barrels in 1950, and 670,000,000 barrels in 1952. Much of this is exported in the crude state to the refineries of Aruba and Curaçao, but refining in Venezuela itself is on the increase. Shell have a refinery at Punta Cardon, on the Paraguana Peninsula, the Creole group another at Amuay, and Mene Grande a third at Puerto la Cruz, N.E. of Barcelona. They now refine about one-fifth of the total production.

Export of crude oil and refined products is in barrels:—

Oil makes up 97 per cent. by value of the total exports. All the rest of the country's products, mineral and agricultural, account for only 3 per cent. Some of this is made up of gold and diamond export from the Guiana Highlands. (Production of gold was 88,974 grams in 1951, and was 149,209 grams in 1952. The output of diamonds, 40 per cent. of which are industrial and 60 per cent. gem, was 63,765 carats in 1951 and 98,281 carats in 1952).

Vast amounts of iron ore from south of the Orinoco will soon rank second to oil. Reserves in the Cerro Bolívar area (90 miles south of Ciudad Bolívar, are estimated at a thousand million tons ranging up to 72 per cent. iron content. The U.S. Steel Corporation takes the ore by rail (91 miles) to Puerto Ordaz, on the Orinoco,

which has been dredged to the tidewater. The Bethlehem Steel Company has its concession at El Pao, and takes the crushed ore to the Orinoco at San Felix for direct shipment abroad. Venezuela produced 1,969,802 m. tons in 1952. Output is expected to reach 13 million tons within the decade.

A little coal, asbestos, limestone, gypsum and asphalt are produced. Salt deposits are worked by a Government monopoly. There are known deposits of magnesite, phosphates, copper, nickel, lead, mercury, chrome, and radio-active minerals, but they are not being

worked.

Though agriculture is of little importance in the national economy,

more than half the population is engaged in it.

The rest of the exports are made up of coffee and cacao, whose production has been declining of recent years. Nearly all the coffee, and about 66 per cent. of the high quality cacao goes to the United States. The exports of both are being subsidised by the Government.

Coffee exports, 1951—18,813 m. tons; 1952—29,693 m. tons. Cacao exports, 1950—15,444 m. tons; 1951—14,090 m. tons, value B.35 millions.

Venezuela, which produces about 64,000 m. tons of sugar, imports 30,600 m. tons. It grows about 6.2 million pounds of tobacco leaf, but its 275 cigar and cigarette factories have to depend partly on imports. Locally grown cotton, which amounts to about 1,988 m. tons, is little more than half the consumption of the textile factories. It grows 6,000 m. tons of wheat, and imports about 127,900 m. tons of wheat flour. It grows 29,600 m. tons of rice, and imports 26,000 m. tons. It grows no oats, no barley, and imports 13,000 and 20,100 m. tons respectively. It imports 37,000 m. tons of potatoes. It has 5,359,654 cattle and 1,292,808 hogs, but it imports most of its cheese and butter and some meat, though it does export some small quantities of cow hides and goat skins.

Forests cover half its area, but have scarcely been tapped. There are saw mills in the twin towns of Araure and Acarigua on the southern route from Valencia to Barquisimeto. They turn out 200,000 cubic metres of sawn wood, but this is well below local demand and imports have to be made. The exports of balatá gum, tonka bean and chicle have fallen away almost entirely. Some edible oil is made from sesame, from the coconut, and from linseed,

but there are still imports.

It is indeed very difficult to say what the fate of the country would be if oil were subtracted from its economy. There is, for example, a colossal gap between Venezuela's imports and exports other than oil. This gap is easily closed by the immense receipts from taxes on and revenue from oil royalties, which are over half the total revenue.

Venezuelans, foreseeing the calamity of exhausted oil reserves, are now spending large sums of money on a programme of public works, roads and ports, schools, hospitals and houses, railway reconstruction, electricity and water supply, sewers, irrigation, agricultural development and education. The needs are formidable.

Labouring conditions and wage standards have improved of late, but purchasing power is almost completely confined to the wealthy (1.5 per cent. of the population), and the middle class (8 per cent.).

Immigration:—Venezuela's greatest need is for immigrants who will turn to the production of food. It is allowing 2,000 Europeans a month to enter.

Foreign Trade: The exports given below include oil and oil products, the proceeds of whose sale does not return to the country

in full.

			EXPORTS.	IMPORTS.
			Millions of	Bolivares.
1950	 	 	3,888.5	1,798.0
1951	 	 	4,533.7	2,150.3
1952	 	 	4,858.0	2,596.4

In 1952 the U.S. supplied 68.5 per cent. by value of the imports and the U.K. 7.2 per cent.

Public Debt.: - External: nil. Internal: Bs. 14,738,000 in June, 1951.

INDUSTRIAL DEVELOPMENT.

Manufacturing industry is slow to develop, in spite of the easy availability of oil for power. Venezuela has, besides, about 7,000 m. tons of coal a year, but the main motive power is electricity, which is available in most of the towns. Total installed capacity in 1947 was 214,770 kilowatts. Twenty-two per cent. of this is hydro-electric and the rest Diesel and steam. Potential water power is estimated at 4,300,000 horse power. Total power used rose from 212.1 million k.w.hs. in 1945 to 617,727 million k.w.hs. in 1951.

Ten spinning and weaving mills operate 67,300 spindles, 3,000 looms, and use up 4,209 m. tons (half of it imported) of cotton in making 3,840,000 metres of textiles. Output is concentrated on low priced textiles. There are 6 rayon weaving and knitting mills near Caracas using imported yarn. More rayon than cotton textiles are

now produced. Woollen textiles are being developed.

Leather is one of the principal industries; there are tanneries in Caracas, Valencia, La Guaira, Maracaibo, and in other smaller towns. Much footwear and saddlery is made from locally produced hides. At Maracay there is a paper factory which supplies an appreciable proportion of the requirements of the country, and a plant for the manufacture of soaps and perfumes. Chocolate, cigarettes, rope, straw hats, and furniture are all moderately thriving industries in various parts of the Republic. There are a number of sugar refineries and five breweries, one of which produces its own bottles. There are two foundries at Caracas. A steel plant with a capacity of 20,000 tons a year uses scrap, and the Venezuelan Development Corporation proposes to establish a steel industry using the country's vast iron ore reserves. There are rubber tyres and tube, glass, match, nail, button and cheese factories, and several petroleum refineries. Cement plants turn out 621,000 m, tons a year. Other established industries are vegetable oils, alimentary products, pharmaceuticals, and paint. There is one vegetable cannery, and a margarine plant, and several fish canneries at Cumaná.

INFORMATION FOR VISITORS.

An application form for a visa, which can be got from a travel agency or a Venezuelan Consulate, must be filled in and presented

to the Consul. If the application is accepted, the applicant for a tourist visa for a month's stay (not extensible) must present a valid passport, a smallpox vaccination certificate, three photographs and a return ticket. Tourist visas and business visas for a longer stay can only be issued on receipt of a permit from Venezuela. For a business visa the applicant must present a letter from the Board of Trade, a letter in duplicate from his firm stating the object of his visit, a passport, a general health certificate, a certificate of vaccination

against smallpox, and three photographs.

When the traveller lands in Venezuela he has to pay Bs.20 for the visa. (This must be paid in bolivares or U.S. currency); he must also report to the police. "Before departure from Venezuela holders of transit visas must obtain clearance from the income tax authorities. and this requires presentation of a declaration (Solicitud de Certificado de Solvencia) attested by the traveller's local agent or other taxpayer. Clearance may take two or three days to procure. If the traveller has stayed more than a fortnight he is actually liable for income tax, which is levied on any local earnings he may have made, or failing this, on that proportion of his United Kingdom salary which the authorities consider has been paid him in return for the work which he has performed in Venezuela. The rate at which income tax is levied on non-residents is about 3 per cent. The following is the procedure: the traveller completes the Solicitud de Certificado de Solvencia and gives it to the Tax Office. He then fills in his income tax declaration (Declaration Jurado Individual) in triplicate. The Tax Office gives him a Payment Form (Planilla de Liquidacion) which he takes to the Central Bank, pays his tax, and takes the receipt back to the Tax Office who then issue the Certificado de Solvencia which enables the traveller to leave the country. Holders of tourist visas are at present exempt from this requirement.

"All visitors leaving the country must pay stamp duty amounting to Bs.2 at the airport or port of embarkation. There are no special licences needed for travelling agents. The law demands the deposit of a sum of Bs.500 by a person entering the country, this sum being recoverable on departure; but in practice there are many exceptions to the requirements of the law, and it is not difficult for a foreigner to obtain permission to enter the country without making this payment if some local firm will answer for him."—Hints for Business

Men Visiting Venezuela.

Business visitors and commercial travellers should read "Hints to Business Men visiting Venezuela", free on application to the Commercial Relations & Exports Dept., Board of Trade, Horse Guards Avenue, Whitehall, London, S.W.I.

There is a local representative of the F.B.I. at Edificio Shell, San Bernardino, Caracas. In the same building is the Asociación Venezolano—Britanico do Comercio, which aims to increase Anglo-Venezuelan trade. There is a British Association—President: R. P. L. Thompson.

Hours of business:—Banks open from 9 a.m. to 4 p.m. Government office hours vary, but 7-11 or 8-12 are usual morning hours. Government officials have fixed hours, usually 9-10 a.m. or 3-4.30 p.m., for receiving visitors. Business firms generally start work about 8 a.m., and some continue until about 6 p.m. with a mid-day break. Generally speaking, the Venezuelan begins his day

early, and by seven in the morning everything is in full swing. Some firms and offices do not open on Saturday.

Hotels:—The standard outside Caracas is variable, and often well below that of the capital. New hotels are being built in many places. Bookings should be made in advance.

Health conditions are moderate. Water in all main towns is chlorinated and safe to drink. Medical attendance is quite good, but extremely expensive. Nearly all the doctors are Venezuelan, though some speak English.

Climate is tropical, with little change between season and season. Temperature is a matter of altitude. Mean annual temperatures are given in the text. At Caracas it is 69°F., but during the dry season (December through April), there is a great difference between day and night temperatures, and during the whole year there is a burst of heat around mid-day.

Clothing:—Tropical worsted in colours suitable for wear in any city is the most comfortable for Caracas. White clothing is not worn. In Maracaibo and the hot, humid coastal and low-lying areas, regular washable tropical clothing is the most comfortable. In Western Venezuela and the higher Andes, a light overcoat and a woollen sports jacket make for comfort; they can be useful even in Caracas. Khaki bush clothing is needed for a visit to the oilfields, but men wear long trousers, not shorts.

Railway travel, except for the narrow gauge passenger line between Caracas and Maracay and Valencia, is not recommended.

Road travel: The Government is spending vast sums on road construction, and a fine network designed to connect nearly all points of importance is spreading out. All but a few main roads are impassable during the wet season. The only tolerably good roads out of Caracas are those to Valencia, Puerto Cabello and La Guaira; the road to Ciudad Bolívar is as yet only partially paved.

Air services are, fortunately, highly developed. Most towns are served. The companies responsible for most of the internal services are AVENSA (in which Pan-Am. have a large share), LAV, RANSA and TACA. All-cargo services are flown to the diamond fields in the Guiana Highlands far to the south.

River services:—The Orinoco and its tributaries are navigable during the rainy season some way into Colombia, but navigation is restricted to boats flying the Venezuelan flag and owned by nationals. The water way is practically a monoply of the Cía. Venezolana de Navigación. There is room for a few passengers on its small, slow boats.

Currency:—The unit of currency is the Bolívar, which is divided into 100 centimos. The controlled exchange rate stands at Bs. 3.35 to the U.S. dollar, and Bs. 9.385 to the £ sterling. Metric weights and measures are enforced by law and have now almost universally replaced the old Spanish ones.

The Cost of Living is very high. Caracas is probably the most expensive city in the world to live in. A rough index is from 4 to $4\frac{1}{2}$ times as expensive as in England. A £1,000 a year man in England would require at least £4,000 a year in Venezuela to live in the same

style. The minimum cost of board and lodging in Caracas for a foreign resident bachelor is Bs. 750 a month. Housekeeping for two, plus two maids, not including wages, easily takes Bs. 1,000 a month. (A cook gets Bs. 200-250 a month; a maid gets Bs. 100-130 a month). Average house rent (fit for European) is: unfurnished—Bs. 600 up per month; furnished—Bs. 1,000 up per month. The minimum cost of board and lodgings is slightly more in Maracaibo.

Postal Rates for surface mail and Air Mail from the U.K. are given on page 28.

Cables:—All America Cables & Radio, Inc., provides communication with all parts of the world through its cable stations at Caracas, Coro, La Guaira and Maracaibo.

Radio Telephonic communication with the world's capitals is given by a Government station at Maracay. Telephonic communication with the interior is mostly by radio.

PRESS.

Caracas:—"El Universal", "El Nacional", "El Heraldo", "La Esfera" (with a page in English), "Gaceta Oficial", "Elite", "Caracas Journal" (in English), "Le Carnet", (in French).

Maracaibo:—"Diario del Occidente," "Panorama," "Maracaibo Herald,"

(weekly in English).

British Representation in Venezuela:—The Embassy (including the Commercial Department) and Consulate are at Edificio Titania, Entrance "C," 7th floor, Plaza Estrella, San Bernardino, Caracas. (Ambassador: Sir Robert Urquhart, K.B.E.,

C.M.G.).

There are Consulates at Ciudad Bolívar, Carúpano, La Guaira, Maracaibo, Caripito, Las Piedras, Puerto la Cruz, and El Cardon.

Venezuelan Representation in Great Britain:—The Embassy is at Flat 6, 3, Hans Crescent, London, S.W.I. (Ambassador: Dr. Carlos Sosa Rodriguez). The London Consulate-General is at 3, Cadogan Square, S.W.I., and the Liverpool Consulate-General at 625, Tower Building, Water Street, Liverpool, 3. There are Consulates also at Birmingham, Cardiff, Southampton and Glasgow.

The United States of America are represented in Venezuela by an Embassy and Consulate at Caracas, with Vice-Consuls at La Guaira, Maracaibo, Puerto La Cruz, and Caripito.

(Invaluable help in revising this Chapter has been given by the Caracas House and the Maracaibo House of Messrs. Wilson, Sons & Co., Ltd., and by Mr. W. B. Watson of Boulton Brothers, S.A., Harrison and Grace Line agents, Guanta).

MEAT FROM SOUTH AMERICA.

The cattle and sheep-raising industries in the southern half of the continent form the basis of a great export trade in refrigerated and canned meat. The herds and flocks of the main countries are estimated to be:—

		Cattle.	Sheep.
Argentina .	 	45,263,000	54,684,000
Uruguay	 	8,200,000	23,000,000
Brazil	 	53,513,000	10,500,000

Livestock in the northern half of South America are, for various reasons, of less interest as potential supplies of beef and mutton for consumption overseas, important as they are from other points of view. Colombia and Venezuela have a large number of cattle, and there are an estimated 17,278,000 head of sheep in Peru.

More than half the meat sold in Smithfield Market in peace time comes from South America. So does approximately one-third of all the butchers' meat consumed in Great Britain and Ireland. It ut 80 per cent. of the world's export beef normally comes from the cattle ranches of South America.

Since 1939 chilled beef has not been shipped to England, but frozen only. This economises shipping space, and the frozen meat can be held for a long time in cold storage as a reserve. Arrangements are now being made, however, for the resumption of chilled beef shipments, but there are difficulties at both ends, and to start with at least the volume will be small.

The extent of the supplies and the studied organization of the meat trade allow of continuous operation, with consequent economy. Thus, the meat refrigerating works in Argentina can treat probably 25,000 head of cattle and over 50,000 sheep daily. Four similar works in Uruguay are able to deal with 4,000 head of cattle daily, and five others in Brazil with 6,000 head of cattle.

The cattle providing the best chilled beef are steers of about 2³/₄ years. The supplies of cattle are classified as chillers, freezers, continentals (lean animals for freezing and sale in normal times to Europe), and canners, used for canned and sun-dried meat. The slaughter and dressing of the carcases is done upon the most approved system by a minute subdivision of labour.

Of the 17 freezing works in the Argentina, 11 are on the River Plate, 1 at Bahia Blanca, and 5 in Patagonia. About a million cattle and 700,000 sheep are treated in Uruguayan freezing works and these, although outside Argentine jurisdiction, form an integral part of the River Plate meat trade.

The following table of cattle slaughterings in Argentina (in thousands of head), shows very clearly the falling percentage killed for export and the great increase of slaughterings for home consumption during recent years:—

Years		Total	For export	. %	For local consumption	%
1942	 0"0	7,138	2,647	37	4,490	63
1945		5,975	1,293	22	4,682	78
1948	 	8,597	1,755	20	6,842	80
1949	 	9,628	1,710	18	7,838	72
1950	 	10,189	1,873	18	8,316	82
1951	 100	9,309	1,219	13	7,990	87
1952	 	7,600	1.100	TS	6.500	85

Average Argentine consumption of meat per head of population is now 213 pounds a year, as compared with 144 pounds in the United States, and 84 pounds in Great Britain.

Official figures for the export of meat from the "frigorficos"

during 1951 and 1952 are as follows:-

	1952	1953
Frozen Beef, Quarters	1,594,800	1,492,700
Frozen Mutton, Carcases	331,800	108,800
Frozen Lamb, Carcases	1,220,700	2,124,600
Meat preserves, m. tons	79,581	

Within a few years South America has become one of the greatest beef producing centres of the world, and a mutton and lamb producer of no mean importance. The quality of the latter is not yet comparable with Southdown mutton or Canterbury lamb, but in beef Argentina has no prospective rival capable of producing such good quality at such low prices. No country in the world is so well equipped by nature as Argentina for the production of the type of beef that appeals to the English palate. The alluvial plains of the Argentine on which alfalfa grows so readily, and the equable climate enabling cattle to be finished off any day in the year, combine to give Argentina a flying start over all other countries of origin.

Meat is preserved by other means than refrigeration, and a full account of the products of the meat trade must take account of the cooking and canning of meats and tongues, the manufacture of meat extract, sausage and jelly, the salting of beef and pork, the curing of hams, the drying and salting of tripe and other offals.

Pork also is exported in a hard frozen condition.

The by-products of the meat trade are more numerous than is generally recognised. Apart from the inedible fats commonly sold as tallow, a variety of edible beef and mutton fats are produced and used to make margarine, lard substitute for cooking and for industrial purposes. According to their kind, bones are used to manufacture bone articles, or to be converted into glue, and the residue of glue making is used to make animal charcoal for sugar refining, black pigments, poultry foods, manures, or to make potters' china. Hair and bristles, horns and hoofs, ox-galls, dried blood, sausage casings and the various glands are all utilized.

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PETROLEUM IN LATIN-AMERICA.

It is calculated that the Western hemisphere provides fivesevenths of the world's supply of mineral oil. There are wellrecognized geological similarities between the northern and southern American continents, and oil production increases in South America. The comparative production of the republics can be seen in this table of the barrels of oil they produced during 1952.

Country		Production
Venezuela	 	 524,806,000
Mexico	 2.	 79,632,000
Colombia	 	 38,604,000
Argentine	 	 26,400,000
Trinidad	 	 21,258,000
Peru	 	 14,403,353
Ecuador	 	 2,800,000
Chile	 	 909,770
Brazil	 	 985,000
Bolivia	 	 525,721

It is noteworthy that the principal sources of oil in South America are near the coast, but the most productive Colombian source is 350 miles inland in the Middle Magdalena region. In Venezuela the main supplies are obtained in the area around Lake Maracaibo; in Peru, and in Ecuador from the narrow seaboard, and in Argentina from the coast of Chubut.

The largest recent developments have been in Venezuela, and the fields of the Lake Maracaibo area have reached an output which makes the country second among the producing countries of the world. The Mene Grande field, the first to be developed, is some twelve miles inland from the lake shore. Mr. Campbell Hunter reports the wells to range from 1,000 to 2,700 feet in depth; the oil is asphaltic, of about .956 specific gravity. The La Rosa field on the east shore of the lake was hardly developed at all before 1922, when a single well gave 1,000,000 barrels in nine days. In the El Mene field, 33 miles inland from the eastern lake shore, oil strata 200 feet thick are found at 800 to 1,200 feet depth. Oil is also obtained from eastern Venezuela.

In Colombia the output of little more than one million barrels in 1925 advanced to 38.6 millions in 1952 as the result of extensions in drilling along the Magdalena and Carare Rivers and the enlargement of the pipeline which takes the oil to the coast. Providing pipelines hundreds of miles long in a tropical country is itself a task of great magnitude calling for large capital and high engineering

skill.

In the northern oil zone of Peru, between Tumbes and Paita, oil is found at four levels known respectively as the Zorritos, Lobitos, Negritos and La Brea horizons, extending to 17,000 feet in depth. The coarse and porous sandstones of these strata are saturated with oil and in general there is no water.



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AS LATE as the beginning of the present century, in practically all of the Latin-American countries, foreign insurance companies received substantially the same treatment as did other commercial organizations. Codes of Commerce contained the principal conditions with which they had to comply, generally involving no more than registration and publication of annual balances. In addition, they were subject to ordinary taxes. The concept of the commercial character of insurance companies is still retained generally, as are many formal requirements set forth in the Commercial Codes. At present, however, almost all of the legal systems contain special insurance provisions.

The laws of Chile, Costa Rica, and Uruguay preclude the admission of foreign companies not already licensed to do business. Under certain circumstances, foreign insurance companies can participate through reinsurance, but the bar is absolute as to initial

authorization to write direct insurance.

The Chilean law expressly declares that insurance can be written only by national companies, while permitting the established agencies of foreign underwriters to continue operations. There is a Government reinsurance monopoly, La Caja de Reaseguradora, with which all insurance companies are required to reinsure a portion of all business done in the country. A State Insurance Institute (Institute



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de Seguros del Estado) has been set up to provide cover for all insurable risks for the various Provident Institutions, for other official and semi-official bodies, and for all concerns in which the State is represented or has contributed capital. These concerns (and individuals connected with them) are forbidden to insure against specified risks with any other institution or insurance company.

Insurance is a Government monopoly in Costa Rica, but in respect of some lines the monopoly has not yet been made exclusive. Uruguay likewise prohibits the admission of foreign companies pursuant to a monopolistic policy instituted in 1911. In Peru, foreign insurers can only operate through Peruvian subsidiaries in which they can only hold a minority interest, and a majority of the directors must be Peruvians.

Brazil, Colombia, the Dominican Republic, Mexico, and Puerto Rico have what may be termed unified insurance codes. Here the principal rules governing the qualification and operation of insurance companies have been consolidated into single texts which, together with their corresponding administrative regulations, furnish an almost complete specification of the requirements with which the foreign insurance company must comply.

In these countries insurance companies are under relatively close governmental supervision and formal, as well as substantive requirements are highly developed. Each law provides for the creation and maintenance of a special insurance department or section.

Operations of insurance companies in Brazil are supervised by the National Department of Insurance (Departamento Nacional de Seguros Privados e Capitalização). Reinsurance is controlled by the Government through the Reinsurance Institute of Brazil (Instituto de Resseguros do Brasil), with which insurance companies, both national and foreign, are required to reinsure a portion of their premium income.

Life insurance is sold only by Brazilian companies, one of which, it has been estimated, does about 70 per cent, of the business. The principal nonlife branches are fire, transport, and workmen's compensation insurance. The last-named is written only by Brazilian companies and under a recent law is to become part of the social insurance system on January 1, 1954, after which it is to be sold only by the Brazilian social security institutes.

Mexico, as late as 1935, enacted a new insurance code, the provisions of which were so drastic that many foreign insurance companies withdrew from that country. The code was considerably modified in 1940.

In Argentina the supervision of insurance companies, with the purpose of seeing to their solvency and to the protection of their policyholders, has been exercised essentially by the Superintendency of Insurance (Superintendencia de Seguros de la Nación) of the Ministry of Haciendo. As part of this control, laws have been in effect for many years which require insurance companies wishing to do business in the country to obtain the approval of the Superintendency, after filing pertinent financial data, making qualifying guaranty deposits, and the like. In addition, policy forms and premium rates are subject to the approval of the Superinten-



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dency, detailed periodical returns must be made, designated book-keeping procedures must be followed, and technical reserves must be set up. Furthermore, the kinds of investments in which capital and reserves may be invested are regulated by law and are subject to the supervision of the Superintendency.

A new insurance law, designed to restrict the activities of foreign insurance companies, was enacted in 1947. Its basic objective appears to be to keep as much insurance business as possible within Argentina. Among the more important of its provisions were: (I) the establishment of a Government reinsurance monopoly (Instituto Nacional Argentino de Reaseguros) with which foreign insurance companies must reinsure 30 per cent. of all their Argentine business, while Argentine companies enjoy more favourable treatment in the placement of their reinsurance; (2) the reservation to Argentine companies exclusively of the insurance of businesses operating under Government license, concesssion, or franchise; (3) the prohibition against the insurance abroad of persons and property within Argentina; and (4) the requirement that goods imported into Argentina at the risk of the importer and goods exported at the risk of the exporter be insured in Argentine companies, with certain exceptions. In 1951 basic rates were announced for the marine insurance of imports, the declared purpose being to avoid competition in rates as "contrary to the principles of sound insurance.

Workmen's compensation insurance is not compulsory, except in certain building contracts with the Government. The Workmen's Compensation Act, law No. 9688 of 1915, as amended, requires employers in certain specified industries to indemnify employees in cases of accident and certain illnesses contracted during work. The employer may transfer his liability to an insurance company, if desired.

Third-party automobile liability insurance is not compulsory, except in the case of certain Provinces which have decreed compulsory insurance for passenger and cargo transport by motor vehicles (taxicabs, buses, trucks, and the like).

In the remaining countries special insurance regimes have grown up as the exigencies of the times dictated. Under most of them, foreign companies are required to obtain executive authorization as a prerequisite to the establishment of an agency or branch, to appoint and maintain a local representative, to constitute guaranty deposits, to pay special taxes, and in some countries to maintain specified reserves and invest their funds in local securities. Governmental supervision of a special character is found in most.

In Cuba, although the provisions have not been codified, they are especially numerous and comprehensive. Peru regulated her insurance business by Law No. 9796 in 1943, and Law No. 9952 in 1944, and Venezuela did likewise in 1938-39. Regulations governing insurance in Ecuador are contained in decree No. 130 of 1938. A number of countries have been studying various foreign insurance systems for the purpose of drafting an insurance code suited to their particular needs.

With a few exceptions, the laws require foreign insurance companies to obtain executive authorization before commencing business. This means that application must be made to the executive authority, through the proper administrative department or office. Upon favourable action by the latter and the company's compliance with substantive requirements, authorization is issued by publication in the official journal. In countries where the only requirement is inscription in the registry of commerce, articles of incorporation, by-laws, and balance sheets must be recorded.

The requirement of initial deposits is a common one. These vary in amount, depending upon the country and class of insurance. In Brazil, for instance, companies are divided into but two classes,

while Argentina has eight branches.

Most of the insurance codes specify requirements as to minimum capital. It is only when the law requires the establishment of a separate capital for local operations that the requirements are likely to prove burdensome to foreign companies.

In a number of countries the law provides that life companies shall maintain "mathematical" or "actuarial" reserves. Some countries treat life insurance in the same manner as fire, marine and casualty companies being required to set aside a specified

percentage of premium as reserves.

The matter of investment restrictions is becoming increasingly important to foreign companies. Initial deposits must be either made in cash or invested locally. Insurance codes specify the types of investments permitted. In general, these include bonds of the national debt, provincial and municipal bonds, first mortgage on real estate, real estate up to a certain percentage, loans on policies, and bonds and stocks of commercial and industrial entities.

Typical of Latin-American regulation and restriction is Colombian decree No. 1,403, of July 8th, 1940, which requires that capitalization for life assurance companies should be 150,000 pesos. Marine and fire companies must capitalize separately for both risks—that is, 200,000 pesos for fire and 200,000 pesos for marine (transport). Requirements for other branches of insurance are: automobile, air-plane, and third party liability, 100,000 pesos; accident and health, 100,000 pesos; any other line of insurance (fidelity, surety casualty, and workmen's compensation), 50,000 pesos.

The capital, reserves, or funds in general of Insurance companies

must be invested in certain prescribed ways.

Much the same pattern applies to Venezuela, where insurance companies are supervised by the Fiscalia de las Empresas de Seguros, part of the Ministerio de Fomento. No company can carry on business without the permission of the Ministry. Both Venezuelan and foreign companies are subject to qualifying deposit requirements (Bs 600,000 for life insurance, Bs 200,000 for non-life insurance for foreign companies, paid in cash, Venezuelan Government bonds, or approved securities into a designated bank). Premium reserves must be invested in prescribed ways. Premium rates are set and policy forms devised by the companies but must be approved by the Ministry. Companies must keep their accounts in Spanish according to a set system.

MARINE INSURANCE. THE "CLUBS."

There are quite a number of risks—in particular, war losses and Shipowners' third party liabilities—which are not included in the ordinary Policies of Marine Insurance. These risks are undertaken by Shipowners' Mutual Assurance Associations, commonly known

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So far as British ships are concerned, the risk of war, excluded from Marine Policies by the F.C. & S. Clause, is almost entirely covered with the War Risks Clubs, H.M. Government granting a large percentage reinsurance of the Clubs' liability for King's Enemy risks and, in important respects, e.g. the fixing of values and premiums controlling them. The peace-time activities of the War Risks Clubs are naturally on a small scale, but in war-time they become of paramount importance. That part of the risk not reinsured by the Government is retained by the Clubs on a mutual basis, so that calls may be made upon members if original premiums fall short of claims to be met. An agreement for the pooling of premiums and losses is in force between all of the English Clubs, so that British Shipowners as a whole are partners in the scheme.

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liability for loss of life and personal injury, including claims under the Workmen's Compensation Act, which are handled through the medium of the Shipping Federation. Loss of life and personal injury claims are also met with on a considerable scale abroad and the Clubs have expert correspondents in all of the principal ports to deal with such claims on their behalf. Protecting Clubs also cover their members against liability for medical, hospital and repatriation expenses, damage to piers, jetties and other fixed objects, also the cost of removal of wrecks. In addition they protect their members against the one-fourth liability for damage done to another ship or vessel in collision where the Marine Policies limit this cover to three-fourths of such liability under the usual Running Down Clause. Protecting Clubs also undertake the full liability for damage done to other ships or vessels when there is no collision, e.g. damage by wash or negligent navigation not resulting in contact between the two ships.

The Indemnity sections of the Protecting & Indemnity Associations are concerned chiefly in Shipowners' liability for damage to and loss of cargo, cargo's contribution to General Average not otherwise recoverable, fines for breach of Immigration Regulations, etc. Such liabilities may amount to very imposing sums of money.

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Southampton is Britain's Premier Ocean Passenger Port, dealing with over fifty per cent. of all ocean-going passengers to and from Britain. The Ocean Terminal, completed in 1950, has set a new standard in passenger reception and is generally acknowledged to be one of the best of its type in the world. A new double-storey cargo and passenger terminal is in course of construction at the New

Docks, due for completion in 1955.

Southampton's regular connection with South America dates from 1850, when Royal Mail Line's ESK, of 232 tons gross, inaugurated the mail and passenger service to Buenos Aires. Today the passenger, mail and cargo service to and from South America is maintained by Royal Mail Line's ANDES (25,676 tons) and ALCANTARA (22,608 tons), which maintain a regular schedule, calling at Cherbourg, Vigo, Lisbon, Las Palmas, Recife, Salvador, Rio de Janeiro, Santos and Montevideo.

As a cargo centre Southampton maintains a prominent position among Britain's ports, notably for the import of perishable produce, dealing with the whole of the South African deciduous fruit imports and 75 per cent. of the citrus fruit from that country. Meat, fruit, canned goods and timber are among the principal imports received from South America. Exports include motor cars and practically every variety of manufactured British goods, shipped to all parts of the world.

Throughout the Docks there are commodious transit sheds of modern design for the reception of passengers and cargo. A comprehensive cranage system includes electric cranes from one to fifty tons lifting capacity and two floating cranes of 150-tons and 60-tons respectively. For quayside and shed work electric run-about and fork-lifting trucks and mobile cranes are employed. Warehousing accommodation is available for all types of merchandise.

All quays, sheds and warehouses are inter-connected by rail and linked up with the main line of British Railways. Express trains convey passengers to and from the reception sheds alongside the liner berths, and London, 78 miles distant, is reached in under two hours

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Drydock and lay-up berth accommodation is available for the overhaul of all types of ships, and repair work is undertaken by ship-

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Southampton Docks is administered by the Docks and Inland Waterways Board of Management of the British Transport Commission.

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Sao Paulo: Companhia Expresso Mercantil, Avenida Ipiranga 692/696. Santos: Companhia Expresso Mercantil, Rua 15 de Novembro 182.

Uruguayan Agents: Montevideo: S. A. Financiera y Comercial, I. R. Williams (Montevideo), Solis 1533.

Buenos Aires: Blue Star Line de la Argentina, Avenida Roque Saenz Paena 559.

(See p. 86)



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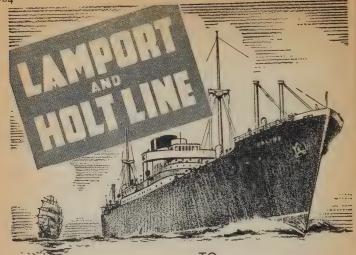
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with transhipment. Sailings every two months.

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(See p. 366)

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(See p. 124)

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(See pp. ix-xii & 786

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Liverpool to Salvador (Bahia), Rio de Janeiro, Santos, Rio Grande, Porto Alegre,

Montevideo and Buenos Aires.
London to Bermuda, Nassau, San Juan (Puerto Rico), Kingston, Turks Is., Ciudad Trujillo, Barranquilla, Cartagena, La Guaira, Puerto Cabellio, Curacao, Maracaibo, Cristobal, Los Angeles Harbour, San Francisco, Portland (Ore.), Seattle, Victoria and Vancouver.

Cargo is accepted with transhipment at Curação for Aruba, Port-au-Prince,

Carupano and Guanta, and at Cristobal for Limon, Panama City, Balboa, Puerto Armuelles, Quepos, Golfito, Punta Arenas (C.R.), Corinto, San Juan del Sur, Amapala, Acajutla, La Union, La Libertad, San Jose de Guatemala, Champerico, and at Ciudad Trujillo for Puergo Plata, Rio Haina, San Pedto de Macoris, La Romana e Barahona.

From Buenos Aires, Montevideo, Santos, Rio de Janeiro, Salvador (Bahia), Recife (Pernambuco), Las Palmas, Lisbon, Vigo to Cherbourg and Southampton.
From Buenos Aires, Montevideo, Santos, Rio de Janeiro, Las Palmas, Lisbon, Vigo to London.

From Bahia Blanca, Buenos Aires, Montevideo, Las Palmas to Liverpool and

London.

From Pto. Alegre, Rio Grande, Itajai, Florianopolis, Paranagua, Sao Francisco, Santos, Rio de Janeiro, Victoria, Ilheus, Salvador (Bahia), Maceio, Recife (Pernambuco), to Liverpool and London.

From Victoria, New Westminster, Vancouver, Pt. Alberni, Puget Sound, Portland. Astoria, San Francisco, Los Angeles, San Diego to Liverpool, London and Continental Ports.

From Cristobal with transhipment cargo from Central American, Colombian (Atl. and Pacific) Ports, Ecuador, Venezuela (Maracaibo), Curacao to London and Liverpool.

From Venezuela, Curacao, Kingston, (and Jamaican Outports), Haiti and San Domingo, Nassau (Bahamas) and Bermuda to London. (See pp. v-viii, 788).

Prince Line, Ltd.

Head Office: 56, Leadenhall Street, London, E.C.3. South American Services: Canada & U.S.A., to and from Brazil and River Plate Ports.

Argentine and Uruguay to U.K. ports.

(Freight services—with limited passenger accommodation).

Shaw Savill Line.

Head Office: 88, Leadenhall Street, London, E.C.3.
Monthly passenger steamers from Southampton to Panamá, New Zealand and Australia.

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ARGENTINE.

In 1939 there were only 280,000 tons of shipping flying the Argentine flag. By June, 1951, there had been an increase to 914,000 tons, and soon it will be about a million tons. Some 61 per cent. of the total are cargo vessels, 22 per cent. tankers, and 17 per cent. passenger vessels with a total passenger accommodation of 6,000.

Twenty-one of the ships have a total of 2,647,950 cubic feet of refrigerated space.

The fleet has established regular services to Brazil, the United States, the West Indies, Mexico, Canada, the Continent of Europe, and Great Britain.

Cia. Argentina de Navegación Dodero, S.A.

(In liquidation)

(See also Cia. Uruguaya de Navegación y Transportes Aereos, S.A.)

Head Office: Av. Corrientes 389, Buenos Aires. London Representatives: South American Purchasing Agency Ltd., 15-18, Lime Street, London, E.C.3.

General Freight Agents: Messrs. Kaye, Son & Co. Ltd., 31-34, Fenchurch Street, London, E.C.3.

General Passenger Agents: Messrs. Stelp & Leighton Ltd., 9-13, Fenchurch Buildings, London, E.C.3.

Fleet: Includes passenger and cargo motor ships, steamers, tankers, barges and

Fast U.K. service by three new turbine liners specially built for refrigerated, general cargo, and bulk oil; first class passengers only: Buenos Aires, Rio de Janeiro, Lisbon, Havre, London and vice-versa. A Mediterranean cargo and passenger service to Genoa via Santos; a fast southbound service from Genoa and Naples direct to Buenos Aires. A passenger and cargo Peninsular service from Buenos Aires direct to Vigo, and vice-versa. North European cargo and passenger services from Buenos Aires via Santos, Rio de Janeiro, Lisbon, Vigo, Amsterdam, to Hamburg, and vice-versa.

Cargo Liners: Buenos Aires-Montevideo-United Kingdom and vice versa.

Buenos Aires—Brazil—U.S.A.—G. of Mexico ports. Buenos Aires—Brazil—U.S.A.—Atlantic ports.

River Plate-Brazil coastal service.

Unique Salvage Plant in South America. High Powered Tugs provided with Wireless Telegraph, Salvage Pumps, Fire-Fighting Appliances, Divers, etc. It has a Permanent Day and Night Salvage Service in Buenos Aires. Salvage tugs and gear also at La Plata, Mar del Plata, Necochea, Bahia Blanca, Rosario, San Nicolas, Villa Constitucion, Concepcion, Santa Fe, etc. It has Workshops and Slipways in: Buenos Aires (Avellaneda), Salto and Carmelo (Uruguayan Republic) with all necessary elements for executing any class of Ship Repairs.

Dry Dock: San Fernando (F.C.N.G.B.M.).

Cables: Argnavco Buenos Aires.

(See p. 90)

(See p. 90)

Cia. de Navegación Fluvial Argentina, S.A.

(In liquidation)

Regular Passenger and Cargo Services between: Buenos Aires and Montevideo, and to and from all River Plate, Parana, Paraguay, Alto Parana, Alto Paraguay and Uruguay Ports.

Head Office for both Companies: Av. Corrientes 389, Buenos Aires, Argentine Republic.

"Argentina" Cia. General de Navegación, S.A.

Buenos Aires: A. M. Delfino y Cia., 439 Florida.

Passenger and cargo services: Buenos Aires and Patagonian ports—San Antonio, Madryn, Camarones, Comodoro Rivadavia, Deseado, San Julian, Santa Cruz, Gallegos and Magallanes.

Compañia Mercantil y de Transportes "Domingo Barthe."

Head Office: Bolivar 144, Buenos Aires. Passenger service between Buenos Aires, Asunción, Posadas and Iguazu.

S.A. Importadora y Exportadora de la Patagonia.

Head Office: Avenida Roque Saenz Peña, 555, Buenos Aires.
Fortnightly, Buenos Aires to Magallanes, and intermediate ports. Vessels from the River Plate to U.S. Atlantic Ports, West Coast of South America, Brazil, Caribbean, Mediterranean and Black Sea, Ireland and Continental Ports.

(See p. 110)



ROYAL INTEROCEAN LINES

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INDONESIA—JAPAN

Head offices:

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"Het Scheepvaarthuis"



HONGKONG

188/191 Connaught Road, West

BUENOS AIRES Representative R.I.L. for South America 424, Sarmiento, P.O. Box 927.

General Representatives for Great Britain:

KELLER, BRYANT & CO. 22, Billiter Street, London, E.C.3

Ceneral Passenger Agent:

D. H. DRAKEFORD 60 Haymarket, London, S.W.1

Argentina State Merchant Fleet.

The fleet has 27 ships with a capacity of 160,000 gross tons, of which 150,700 are in ocean service and 9,300 in coastal trade. It has a regular steamer service between Neuquen and Carmen de Patagones on the Rio Negro.

Three 18,000 ton vessels, carrying 116 passengers, all first class, furnish regular services between the Argentine, Uruguayan and Brazilian capitals and New York.

BRAZILIAN.

Amazon River Steam Navigation Company (1911).

Head Office: Caixa Postal 469, Pará.

London Correspondents: Binder, Hamlyn & Co., 12 South Place, E.C.2. Chief Services: This company maintains cargo and passenger services on the Amazon and its principal tributaries, the Purus, Madeira, Tapajoz, Oyapock, Pirabas, Javary, Juruá, and the Negro Rivers. Its services connect Pará with Manaos, Cobija, Porto Velho, Itatuiba, Oyapock, Pirabas, Iquitos, and other river ports.

Companhia Commercio e Navegação. (Pereira Carneiro & Cia, Ltda.)

Cargo services along the Brazilian coast.

Companhia Nacional de Navegação Costeira. (Govt. owned.) Head Office: Caixa do Correio 1932, Rio de Janeiro. Sailings: Coastwise all Brazilian ports; bi-weekly calls.

Companhia de Viação São Paulo-Matto Grosso.

Head Office: Rua Senador Feijó 4, São Paulo.

500 kilometres trade route between São Paulo and Matto Grosso. Ferry-boat across the Paraná River at Porto Tibiriça. Regular steamship navigation on the Paraná and tributary rivers.

Lloyd Brasileiro.

Head Office: Rio de Janeiro.
Transatlantic Services: Santos to Lisbon, calling at Rio de Janeiro, Victoria,
Bahia and Recife. Rio de Janeiro to Cape Town, calling at Santos, Paranagua,
São Francisco and Rio Grande in Brazil; Cape Town, Port Elizabeth and Durban
in S. Africa. Service to Italy, in partnership with the Societa di Navigazione Italia.
Coastal and River Passenger Services: Manãos-Buenos Aires; Rio de Janeiro to
Laguna, Lagoa Mirim and Matto Grosso (by river); Penedo (Alagoas) to Porto

Alegre and Corumbá; Belem to São Francisco. Direct service from Belem (Para) to New York. Also various cargo services.

Autazes Navigation Company.

Head Office: Manáos.
The Autazes Navigation Company have fortnightly sailings from Manáos to Castello, 625 miles, calling at Boca do Autaz, Bom Futuro, Amatary, Coapiranga, Japehim, Paraná, Pantaleão, São Longuinho, Piratininga, Santa Maria and Campo Alegre.

Lloyd Nacional, S.A. (Govt. owned.)

Head Office: Avenida Rio Branco, 20, Rio de Janeiro. Cargo Services: Calls at Rio de Janeiro, Victoria, Bahia, Maceio, Pernambuco, Cabedello, Maranhao, Pará, Rio Grande do Sul, and other Brazilian ports, and sometimes at Montevideo.

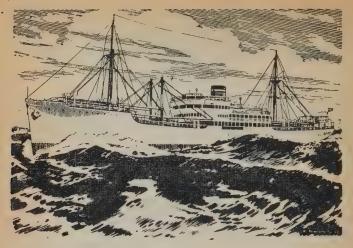
Empreza de Navegação Hoepcke.

Passenger and Cargo services between Rio and ports of Santa Catharina.
Other Brazilian companies include the Comp. Carbonifera Rio-Grandense (11 vessels); Navegação Paraná-Santa Catarina (5); Rodolfo Souza e Cia (2); Soc. Madeireira Ltda. (1); Georg Herm Stolts (1); Cia. de Navegação Baxio São Francisco (7); Cia. de Navegação Mineira São Francisco (8); Empresa de Navegação São Luiz (6); Empresa Clemente C. Catanhede (6); Navegação do Alto Tapajós (1); Navegação dos rios Mamoré e Guaporé (1); Empresa de Navegação Fluvial do Baixo São Francisco (2); E. F. Santa Catarina (1).

CANADIAN.

Canadian National Steamships.

Head Office: Montreal. London: 17-19 Cockspur Street, S.W.I. Passenger, Mail and Freight Services: Montreal and Halifax via Hamilton.



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Nassau, Kingston to Belize; also via Bermuda, St. Kitts, Nevis, Antigua, Montserrat, Dominica, St. Lucia, Barbados, St. Vincent, Grenada, Trinidad to Demerara; freight steamers, Montreal and Halifax to Rio de Janeiro, Santos and Buenos Aires.

CHILEAN.

The Chilean fleet consists of some 60 ships with a registered tonnage of 160,000. At present 21 ships, with 126,000 cargo tons, are on scheduled runs to foreign ports— 8 (39,000 cargo tons) to other South American Republics, 9 (about 65,000 cargo tons) to the United States; and 4 (22,000 cargo tons) to Europe. For coastal shipping, there are about 38 ships and a tonnage of about 70,000 tons in service.

Compañía Chilena de Navegación Interoceánica.

Head Office: Edificio Interoceanica, Plaza Justicia, Valparaiso.
Services: Cargo and Passenger Services between Valparaiso,
Buenos Aires,
Rio de Janeiro and Callao, via Straits of Magellan.

(See p. 420) (See p. 420)

Compañía Sud Americana de Vapores.

Head Office: Calle Blanco 895, Valparaiso.
Passengers and Cargo: Regular Service between Valparaiso, Callao, Guayaquil,
Cristobal, Havana, New Orleans, Baltimore and New York, and between Chilean
ports and Liverpool, Le Havre, Antwerp, Hamburg, and Dutch ports; a monthly
cargo service to the west coast ports of the United States and Canada.

Compañía de Muelles de la Población Vergara.

Head Office: Calle Blanco 951, Valparaiso.
Services: Service of Cargo Vessels between Valparaiso, and the East Coast of South America. Also a service between South American and Mediterranean ports, with the following itinerary: Callao, Valparaiso, Buenos Aires, Montevideo, Rio de Janeiro, Lisbon, Barcelona, Genoa, returning via Marseilles.

Servicio Marítimo de los FF.CC. del Estado.

Head Office: Calle Errazuriz 711. Edificio Estación Puerto, Valparaiso. Services: Regular Service of Cargo and Passenger Vessels between Valparaiso and Punta Arenas, and Valparaiso and Arica.

Compañía Naviera Haverbeck & Skalweit S.A.

Head Office: Calle General Lagos 1931, Valdivia.
Office in Valparaiso, Calle Blanco 1002.
Services: Regular Service of Cargo Vessels between Corral and Arica.

COLOMBIAN.

The Colombia Railways and Navigation Co., Ltd.

London Office: 15, Broadlands Rd., N.6.

Head Office in Colombia: Barranquilla. Between Barranquilla, Cartagena and La Dorada, Beltran, and Girardot.

Passenger and Cargo transport on the Cartagena-Calamar Railway and on the Magdalena River and branches.

Compañía Antioqueañ de Transportes.

Head Office: Medellin.

Steamers on Magdalena River; Barranquilla-Girardot.

Flota Mercante Gran Colombiana

Cargo services between Colombia and Ecuador, and from these republics to the United States, Canada, and the European ports of Bremen, Hamburg, Antwerp, and Amsterdam. Also cabotage in Colombian waters. It operates 29 vessels, of which is are chartered.

Cía. Colombiana de Cabotage, Ltda.

Engages in the coastwise shipping of Colombia.

COSTA RICAN.

Empresa de Transportes Maritimos del Golfo de Nicoya. Gulf ports and tributary rivers.

CUBAN.

Empresa Naviera de Cuba, S.A.

Head Office: Havana.

Regular service from Havana to other Cuban ports.

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U.S.A.

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Isle of Pines Steamship Co. Nueva Gerona, Isle of Pines, Cuba.

Sailings: Leaving Isle of Pines daily (Saturdays excepted) for Batabano (Cuba) Returning daily (Sundays excepted.)

DUTCH

Royal Interocean Lines.

(Koninklijke Java-China-Paketvaart Lijnen N.V.) Amsterdam, "Het Scheepvaarthuis." Hongkong, 188-191,

Head Offices: Ams Connaught Road, West.

Representative for South America: 424 Sarmiento, Buenos Aires. P.O. Box 927. Representatives for Great Britain: Keller, Bryant & Co., 22, Billiter Street,

London, E.C.3.
General Passenger Agent: D. H. Drakeford, 60, Haymarket, S.W.I.
Services: (Passenger and freight): ASIA-AFRICA-SOUTH AMERICA SERVICE.—
Japan, Shanghai, Hongkong, Philippines, Indo China, Siam, Indonesia, Singapore,
Penang, Reunion, Mauritius, Madagascar, East and South Africa, East Coast of
South America and return.

(For full services, see p 792)

Rotterdam South America Line.

Operators: Van Nievelt, Goudriaan & Co., Rotterdam.

Services: Regular shipping services between Hamburg, Rotterdam and Antwerp and the east coast of South America. There is one direct service to Asunción, Paraguay.

FRENCH.

Cie. Generale Transatlantique.

Head Office: 6 Rue Auber, Paris, 9me. London Office: 20, Cockspur Street, S.W.I.

Services: Cargo vessels ply the following route: Hamburg, Bremen, Antwerp, La Pallice, Port-au-Prince, Ciudad Trujillo, Port of Spain, Venezuelan outports, La Guaira, Puerto Cabello, Curaçao, Maracaibo, Barranquilla, Cartagena, Puerto Plata, and return to European ports. The French line also has services from Continental ports to Mexico, and the Pacific ports of Colombia, Peru, Ecuador and Chile when cargo offers.

GERMAN

Hamburg-South America Line

Plies between Hamburg and Buenos Aires.

INDIA & BURMA.

The Nourse Line.

Head Office: James Nourse, Ltd., 122, Leadenhall St., London, E.C.3.
Services: Cargo service from India and Burma via Cape of Good Hope to Trinidad, Barbados, Guadeloupe, Martinique, Jamaica, Puerto Rico, Dominican Republic, Haiti and Cuba.

ITALY.

Societá di Navigatione "Italia,"

Head Office: Genoa, Italy.

A monthly passenger service between Genoa and Callao, Peru.

JAMAICA.

Jamaica Direct Fruit Line, Ltd.

Head Office: 64 Harbour Street, Kingston, Jamaica, B.W.I. London: Kaye, Son & Co., Ltd., Plantation House, Fenchurch Street, E.C.3. Passenger and Cargo Services: Fortnightly, London to Kingston.

Jamaica Banana Producers Steamship Co., Ltd.

Head Office: 64 Harbour Street, Kingston. London: Kave, Son & Co., Ltd., Plantation House, Fenchurch Street, E.C. Passenger and Cargo services.

MEXICAN.

Compañia de Navegación Mexicana.

Head Office: Apartado 28, Vera Cruz. Calls at Tampico, Vera Cruz, Puerto Mexico, etc., four times a month. Cia. Naviera de los Estados de Mexico, S.A. (Mexican States Line).

Head Office: Apartado 53, Mazatlan.

Services: San Francisco and Los Angeles to the principal western ports of Mexico and the Gulf of California.

Compania Mexicana de Petroleo "El Aguila," S.A.

Cia. Naveira San Cristobel, S.A. (subsidiary).

Head Office: Apartado 150, Tampico.

Services: Coastwise tugs, river and coastwise launches and barges. Other subsidiary companies of the "El Aguila" Co. are:

Mexican Mail Steamship Co.

Service between California and Mexican west coast ports.

PERUVIAN.

Corporación Peruana de Vapores.

Head Office: Callao.

Operates an inter-republican service with 9 vessels (52,000 tons). It has 15 ships (19,944 tons) in cabotage operations. The ships it operated in the Amazon area have been taken over by the Government owned Linea Amazonica Naviera Peruana.

SPANISH.

Naviera AZNA, S.A.

Head Office: Bilbao.

Services: Between Spanish ports and San Juan, Puerto Rico, Curação, Barranquilla, Havana, Mexican and Venezuelan ports.

Compañia Trasatlantica.

Head Office: Plaza Medinaceli 8, Barcelona. Liverpool Agents: Larrinaga & Co., Ltd., 30 James Street. Sailings from Spain to Canaries, Puerto Rico, Havana, Vera Cruz, New York.

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TITLESTAD & HAUGER. Prinsensgate 2, Oslo, NORWAY.

(See p. 794)

Ybarra Line.

Head Office: Menéndez Pelayo, 2, Seville.

Services: Spain to Brazil, Uruguay, and Argentina; to Puerto Cabello (Venez) and Curação. Spain, Portugal to United States.

SWEDISH.

Johnson Line.

Rederiaktiebolaget Nordstjernan.

Head Office: Stureplan 3, Stockholm.

London Agents: A. Johnson & Co., (London) Ltd., Africa House, Kingsway W.C.2.

Regular Services: (1) Sweden and Baltic Ports to Brazil & River Plate; (2) Sweden, Finland, Baltic and Antwerp to Colombia, Panama, Central American Ports, San Pedro, San Francisco and Vancouver; (3) Scandinavia, Baltic, Hamburg and Antwerp to Venezuela and West Coast of South America.

Transatlantic Steamship Co., Ltd.

Head Office: Gothenburg, Sweden.

Monthly Service from Pacific Coast: Vancouver-Los Angeles range to Brisbane, Sydney, Melbourne, Adelaide and Fremantle. Passengers and cargo. General Agents, Pacific Coast: General Steamship Corporation. Head Office: 240 Battery Street, San Francisco.

UNITED STATES.

Grace Line.

Head Office: 10 Hanover Square, New York. London Passenger Agents: Grace Bros. Ltd., 143 Fenchurch Street, London, E.C.3.

London Freight Agents: E. H. Mundy & Co., Ltd., Walsingham House,

Passengers, Cargo and Mails; West Coast Service: New York, Colon, R.P., Panama, R.P., Cristobal, C.Z., Balboa, C.Z., Buenaventura, Guayaquii, Callao, Mollendo, Talara, Salaverry, Africa, Tocopilla, Antofagasta, Valparaio, Chanaral, Coquimbo, San Antonio.

Passengers, Cargo and Mails; Carribbean Service: New York, La Guaira, Puerto Cabello, Maracaibo, Barranquilla, Cartagena, Curacao, Aruba, Bonaire.

Cargo: Puget Sound and San Francisco to Mexican, Guatemalan, Salvadorian, Honduran, Nicaraguan, Costa Rican, Ecuadorian, Peruvian and Chilean ports.

Cargo: San Francisco to Corinto via intermediate ports.

American Republics Line.

Head Office: 5 Broadway, New York, N.Y.
Service: North and South Atlantic ports to Brazil and River Plate ports.

Moore McCormack Lines.

Head Office: 5 Broadway, New York 4.

European Passenger Agents: United States Lines.

Services: Fortnightly passenger services in a large services. Rio de Janeiro, Santos (for Sao Paulo), Montevideo, Buenos Aires.

(See pp. 388. 389) Services: Fortnightly passenger services from New York calling at Trinidad,

Pope & Talbot, Inc.

(Pacific Argentine Brazil Line, Inc.)

Head Office: 320 California St., San Francisco, Cal. Service: United States Pacific coast ports to Puerto Rico, Trinidad, Barbados, Rio de Janeiro, Santos, Montevideo, and Buenos Aires.

Westfal-Larsen Company Line.

Head Office: Westfal-Larsen & Co., A/S Bergen, Norway.

Pacific Coast General Agents: General Steamship Corp., Ltd., 432 California

Street, San Francisco, 4.
Services: From Vancouver and U.S. Pacific Coast to Callao, Antofagasta, Valparaiso, San Antonio, Montevideo and Buenos Aires. Monthly freight and passenger service.

Independence Line.

Head Office: General Steamship Corporation, Ltd., 432, California Street, San Francisco, 4.

Services: From Vancouver and U.S. Pacific Coast to Mexico, Central America, Colombia and Venezuela. Monthly freight service.

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Military and Engineering line-throwers including Grapnel rockets, signalling flares of all types, etc.

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SCHERMULY PISTOL ROCKET APPARATUS LTD. THE

51 Coleman Street, London, E.C.2.

Gulf & South American Steamship Co.

Head Office: New Orleans, Louisiana, U.S.A.

This steamship company is owned by Lykes Bros. Steamship Co., and Grace Line, Inc. Its cargo service links New Orleans, Houston, Galveston, Texas City, and other Gulf ports with major West Coast South American ports, including Buenaventura, Guayaquil, Callao, Mollendo, Arica, Antofagasta, Valparaiso, San Antonio and Talcahuano.

United Fruit Co.

Head Office: Pier 3, North River, New York, N.Y. Services: United States Atlantic and Gulf ports to Cuba, Jamaica, Colombia, Costa Rica, Nicaragua, Honduras, British Honduras, Guatemala, and Panamá Canal Zone.

Waterman Steamship Co.

Head Office: Mobile, Ala.

Service: United States Gulf ports to Puerto Rican ports.

Norton Line.

Managers and General Agents: Norton, Lilly & Co., 26 Beaver Street, New

Sailings: Fortnightly New York to Buenos Aires direct. Northbound monthly, with passenger accommodation, from the Plate to New York, Philadelphia and

Baltimore. In addition the American President Lines, round-the-world passenger liners call at Habana, Balboa, and Cristóbal after leaving New York; the Panama Pacific Line's passenger ships in the inter-coastal service call at the Panama Canal and Acapulco-Mexico; the inter-coastal ships of the McCormick Steamship Co. and the American, Hawaiian Steamship Co. frequently stop at Puerto Rico on their eastbound voyages; the Clyde-Mallory Lines send some of their vessels on cruises to the Caribbean area, during the winter months, and numerous American tankers, many of which carry a few passengers, ply continuously between United States and Latin-American ports.

Panamá Line.

Weekly passenger and cargo service between New York and the Panama Canal Zone. Stops are made at Port-au-Prince (Haiti) on all trips.

Fruit Express Line.

A new monthly steamship service from west-coast ports of the United States to Pacific ports of Guatemala has been inaugurated by the Fruit Express Line, which operates vessels under the Norwegian flag, with headquarters in Seattle. This Line calls at Guatemalan ports on its south-bound trips.

The Royal Netherlands Steamship Company is reported to have opened a service between Havana and ports in Colombia, Ecuador, Peru and Chile.

URUGUAYAN.

Cia. Uruguaya de Navegacion y Transportes Aereos, S.A.

(See also Cia. Argentina de Navegacion Dodero, S.A.)

Head Office: Calle Piedras 351, Esquina Solis, Montevideo. Agency at Salto; Office in Colonia.

Services: Nightly in either direction between Montevideo and Buenos Aires.

VENEZUELAN.

Compañia Anonima Venezolana de Navegación.

Head Office: Caracas.
Services: (1) A coastal service of irregular itinerary between Maracaibo and Ciudad Bolivar, with calls at all intermediate ports, including Port of Spain, Trinidad;

(2) A passenger and cargo service on Lake Maracaibo; (3) A passenger and cargo service on the Orinoco and Apure Rivers; (4) Weekly cargo service between U.S. Gulf ports of New Orleans, Houston and Mobile and La Guaira, Puerto Cabello, and Maracaibo; (5) New York to the same Venezuelan ports.

Agent at Port of Spain: Juan Antonio van Grieken, P.O. B. 165, 9 Broadway.

Compañia Anónima de Navegación de Carenero.

This company runs a coastal service, three trips a month, from La Guaira to Rio Caribe in three days, calling at Carenero, Píritu, Guanta, Cumaná Porlamar and Carúpano. Cargo and passenger vessel of 1,800 tons. On the return journey the vessel calls at the same ports. Caracas and La Guaira Agents: H. L. Boulton & Co., United States representative: the Isbrantsen Co. Ltd.

CABLE FACILITIES.

There are adequate cable facilities which link South America with the rest of the world.

The direct cables between South America and the United Kingdom are operated on the East Coast by the Western Telegraph Company, Ltd., and on the West Coast by the West Coast of America Telegraph Company, Ltd. Both these Companies are associated with Cable & Wireless, Ltd., the only All-British route which brings South America into direct contact with all parts of the world. The speed and accuracy achieved by this great British enterprise in the transmission and delivery of telegrams has been obtained by the use of the most modern apparatus and up-to-date methods of working throughout the whole of its world-wide system. Travellers wishing to avail themselves of the All-British route should mark their telegrams with the free routing indication "Via Imperial."

Information and assistance in connection with the despatch of overseas telegrams can be obtained from any of the Companies' Offices. The addresses of these offices may be found in this book under each town where cable facilities are available.

The Transradio Chilena transmits telegrams to all parts of the world and to ships at sea from Chile.

All America Cables and Radio Inc., and its affiliates maintain fast and accurate telegraphic communication between Latin America and the rest of the world. The Company has its own offices in all the principal cities of Central and South America and the West Indies and, with the Commercial Cable Company and Mackay Radio Telegraph Company, forms part of the American Cable and Radio System.

In Latin America messages should be routed "via All America"; and in the United Kingdom "via Commercial."

The various classes of messages and the rates charged are the same as by other routes, and all information can be obtained upon enquiry at the various offices of the All America Cables and Radio Inc., or at any of the offices of The Commercial Cable Company in the United Kingdom.

£8,000,000

EL SALVADOR.

GUATEMALA.

NICARAGUA.

PARAGUAY.

PERU.

URUGUAY.

sub-office in Montevideo

Mercédes Paysandú (Agencies in the Interior)

VENEZUELA

PORTUGAL.

SPAIN.

San Salvador.

Guatemala City.

Managua.

Asunción.

Montevideo (Central Office)

Aguada

Caracas

Lisbon

Oporto.

Madrid.

Seville.

Valencia.

Barcelona.

Lima.

BANKING

Note: The Banking Section has, this year, been reduced to details of those banks who are advertisers.

> Bank of London & South America Limited. Founded 1862.

SHARE CAPITAL Authorised-1,010,000 Shares of £5 each £5,050,000 1,010,000 Shares of £5 each converted into Stock £,5,050,000

Head Office: 6, 7, and 8 Tokenhouse Yard, London, E.C.2. The Bank, which is associated with Lloyds Bank Limited, has Branches throughout South and Central America, Portugal and Spain. There are also Branches in Paris, Bradford and Manchester, an Agency in New York and correspondents throughout the world. Branches are located at:—

ARGENTINA. Buenos Aires: Central Office at 399 Calle Bar-tolomê Mitre and nine City branches at:—

Almagro. Avenida Callao. Avenida Nueve de Julio. Avenida Santa Fé. Barracas. Boca. Calle Lavaile. La Paternal.

Once.

Other Branches in Argentina :--Avellaneda. Azul. Bahia Blanca. Comodoro Rivadavia. Córdoba. . Mar del Plata. Mendoza. Rio Gallegos. Rosario.

PARIS BRANCH

NEW YORK AGENCY

Santa Fé. Trelew. Tucumán. BRAZIL.

Rio de Janeiro. Bahia. Belém. Belo Horizonte. Curitiba. Fortaleza. Maceió. Manáus.

Pelotas. Pôrto Alegre. Recife. Santos. São Paulo. Vitória.

CHILE. Santiago. Concepción Punta Arenas. Valparaiso

COLOMBIA. Bogotá. Barranquilla. Cali. Medellin.

Guayaquil. BRADFORD BRANCH MANCHESTER BRANCH..

ECUADOR.

19, Sunbridge Road 36, Charlotte Street 9, Rue du Helder 34, Wall Street

(See page ii)

Banco Lowndes.

Capital and Reserves Cr\$27.195.254,50 Head Office: Edificio Lowndes, Av. Presidente Vargas 290, Rio de Janeiro. (See page 211)

BANCO PORTUGUÊS DO BRASIL S.A.

Founded in Rio de Janeiro



in 1918

CAPITAL C \$100,000,000

FULLY PAID IN

RESERVES—Cr \$30.448.806,20

BOARD OF DIRECTORS: Ernest G. Fontes, Chairman

Head Office— Rua Candelaria, 24, Rio de Janeiro

Metropolitan Agencies-

Av. Graça Aranha, 206-B & Rua Mariz e Barros, 60-B

São Paulo Branch--Rua 15 de Novembro, 194

Rua 15 de Novembro, 122

CORRESPONDENTS IN ALL THE PRINCIPAL CITIES OF THE WORLD

All classes of Banking business

Telegraphic Address: "BRASILUSO"

Banco da Bahia, S.A.

Capital and Reserve Fund Cr\$143.716.034 Head Office: Salvador. (See page 356).

The Chase National Bank of the City of New York. Established 1877.

Surplus and undivided profits (31/12/53) \$111,000,000 Surplus and undivided profits (31/12/53) \$211,321,381 Head Office: Pine Street Corner of Nassau, New York, N.Y., U.S.A. Overseas Branches: Two in London, two in Havana, one each in Frankfurt/Main, Paris, San Juan, Santurce, Marianao, Panamá, Colon, David, Cristóbal, Balboa, Tokyo, Osaka. Offices of Representatives: Mexico, D.F., Buenos Aires, Rome, Beyrouth, Bombay.

THE CHASE BANK (affiliate): Paris.

(See page 521)

The Royal Bank of Canada.

Established 1869.

Capital paid up .. \$35,000,000 .. \$73.299.175,62 Reserves and undivided profits ...

Head Office: Montreal. 714 Branches in Canada.

London: 6 Lothbury, E.C.2, and Cockspur Street, S.W.1.

Paris: 3 Rue Scribe. U.S.A.: New York.

Argentina: Buenos Aires. Brazil: Pernambuco, Rio de Janeiro, Santos, São Paulo. British Guiana: Georgetown, New Amsterdam, MacKenzie, Rosehall Skeldon, Springlands. British Honduras: Belize. Colombia: Barranquilla, Bogotá, Cartagena. Medellin. Peru: Lima. Uruguay: Montevideo. Venezuela: Caracas, Ciudad Bolivar, Maricaibo, Puerto La Cruz.

Cuba: Puerto Rico, Dominican Republic: Haiti: 27 branches.

British West Indies: 13 branches. (See page liv)

Banco Portugues do Brasil, S.A. Established 1918.

.. Cr\$100.000.000,00 Capital Reserve .. Cr\$30.448.806,20

Head Office: Rio de Janeiro. Branches: São Paulo and Santos.

London Agents: Midland Bank Ltd. (See page 804)

Banco de Crédito Real de Minas Gerais, S.A. Established 1889.

.. Cr\$150,000,000 Capital Reserve Fund .. Cr\$120,000,000

Head Office: Juiz de Fora, Minas Gerais.

London Agents: J. Henry Schröder & Co.

(See pages 272, 273)

Banco Brasileiro Para a América do Sul, S.A.

.. Cr\$60.000.000,00 .. Cr\$52.000.000,00

Head Office: Rua 15 de Novembro 306/318, São Paulo.
Branches in the Interior of the State of Sáo Paulo Adamantina, Araraquara, Assis, Barretos, Bauru, Bernardino de Campos, Bilac, Birigui, Botucatu, Catanduva, Fernandopolis, Itatiba, Jaú, Jundiai, Lencois-Paulista, Lins, Marilia, Martinopolis, Monte Aprazivel, Ourinhos, Presidente Prudente, Regente Feijó, Ribeirão Preto, São José do Rio Preto, São Manoel, Santos.

Also Londrina (State Parana), Apucarana, Cornelio Procopio, Maringá.

AIR SERVICES, (EXTERNAL).

British Overseas Airways Corporation. Head Office: Airways House, Great West Road, Brentford, Middlesex. Telephone: Ealing 7777. Passenger Terminal and Booking Office: Airways Terminal, Buckingham Palace Road, Victoria, London, S.W.I. Telephone: Victoria 2323. Services: Passengers and freight. Routes: London-Madrid-Lisbon (alternate services)—Dakar-Recife-Rio de Janeiro-Montevideo-Buenos Aires-Santiago de Chile.

London-Lisbon-Casablanca (if required)—Dakar-Recife-Rio de Janeiro-Sao Paulo. London-Gander-Bermuda-Nassau-Montego Bay with connections on to Kingston,

West Palm Beach, Miami, Havana. New York to Kingston, Montego Bay, Bermuda, Nassau.

Air France, 2 Rue Marbeuf, Paris.

Services: Mail, freight and passengers.

Route: Paris, Rio de Janeiro, São Paulo., Buenos Aires, Montevideo, Santiago. Weekly.

Spanish Iberia Airways Company.

A passenger service. Route: Madrid, Villa Cisneros, Natal, Montevideo-

Buenos Aires.

Weekly passenger service between Madrid and Caracas (Venezuela). Note: Two United States non-scheduled carriers, Trans-Caribbean Airways, Inc., and Trans-ocean Air Lines, also offer once-weekly service between Caracas and Madrid via Rome.

Linee Aeree Transcontinentale Italiane (LATI).

Passenger service between Maiquetia (Venezuela) and Rome, via Seville.

Aerlinee Italiane Internazionali (ALITALIA). Routes: Rome, Buenos Aires via Dakar and Brazil.

Rome, Caracas.

Canadian Pacific Air Lines, Ltd., Vancouver. South American Route: Vancouver, Mexico City, Lima.

Pan-American Airways, Inc. and Associated Lines, 135 East Forty-second

Street, New York 17.
From Miami services radiate out to Cuba and the West Indian Islands; to

Mexico; to the Central American Republics and the Canal Zone.

From the Canal Zone there is a service through Colombia and Ecuador to Arequipa, Peru. From Arequipa there is a choice of two routes to Buenos Aires. One is the coastal route to Santiago and then eastwards to Buenos Aires. The other—the diagonal route—goes via La Paz, Salta, Tucuman, and Cordoba, to Buenos Aires. A branch runs from Lima (Peru) to Rio de Janeiro through Bolivia.

The east-coast route from New York and Miami to Buenos Aires runs through

Cuba and Port of Spain (Trinidad), to the Guianas and to Belem (Brazil), where there is a choice of routes to Rio de Janeiro: the coastal route via Natal, or the "cut-off" via Barreiras. At Rio de Janeiro the route bifurcates again. One service runs via São Paulo to Asunción, and on to Buenos Aires. The other goes via São Paulo and Porto Alegre to Montevideo and Buenos Aires.

A branch line runs up the Amazon valley from Belem to Manaus.

The routes of Pan American-Grace Airways (Panagra) run between Balboa,
Canal Zone and Buenos Aires, Argentina along the West Coast of South America.
Between Balboa and Miami, Panagra aircraft are operated over the routes of Pan American World Airways, Inc., providing one plane service to and from the United States. The main line route serves Balboa, Guayaquil, Ecuador; Lima, Peru; Antofagasta and Santiego, Chile, and Buenos Aires. Connecting Panagra routes provide service to Cali, Colombia; Quito, Cuenca, Esmeraldas, and Manta, Ecuador; Talara, Chiclayo, Arequipa, Peru; Arica, Chile; La Paz, Cochabamba, Santa Cruz and other points in Bolivia. In addition, a local service operates within Ecuador.

For map of routes, see page 76.

Scandinavian Airlines System (SAS).

London Office: 5, Conduit Street, W.I.

Routes flown: Stockholm, Copenhagen, Frankfurt, Zurich (or Geneva), Lisbon, Dakar, Recife, Rio de Janeiro, Montevideo, Buenos Aires, and Santiago de Chile.

Passengers from London connect at Frankfurt, Zurich or Geneva.

K.L.M. Royal Dutch Airlines, London Office: 202/204, Sloane Street, S.W.I. West Indies Section: Head Office: Bitterstraat 1-2, Willemstad, Curacao, N.W.I. (See bottom of next page)

LOCAL CLASSIFIED ADVERTISEMENTS

It is hoped that the following advertisement pages will prove of interest and service to all users of the "Handbook."

ARGENTINA	A	••			page	810-812
Brazil			• •		, ,	812
CHILE	• •				,,	813-814
Curação	• •		• •	• •	"	818-819
JAMAICA			• •	• •	,,	819
PORTUGAL			• •		,,	808-810
UNITED ST	FATES	ог Ам	ERICA		"	819-821
URUGUAY				• •	3 3	815-818

Braniff International Airways.
Lima Headquarters: Nicolas de Pierola (Colmena Derecho) 305.
Services: Passenger, mail, and freight.
Northbound flights 3 times a week to Guayaquil, Balboa—Panama City, Havana, and through the Miami or Houston Gateways to the U.S.A.

Lima to Buenos Aires, non-stop.

Lima to La Paz, non-stop, twice weekly. Lima to Rio de Janeiro, with connecting flights to São Paulo; to Africa via Europe.

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14 miles from LISBON by electric railway
THE LAND OF ETERNAL SPRING
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Beautiful Sandy Beaches — Golf Course (18 holes) Tennis Courts — Riding School — Shooting Stand

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Treatment of Heart Diseases, Rheumatism, Obesity, etc.

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TAMARIZ-BEACH.—Restaurant — Bar.

CASINO.—Open all the year round. Cinema — Dancing Attractions — Roulette — Baccara.

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PERFECT SERVICE.

ALL DRINKS GUARANTEED GENUINE.
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Telephone: 25967.

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The best situated, nearest to the quay and the most well supplied bar in Lisbon.

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SPECIALISING IN DRIED & PRESERVED MUSHROOMS.

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Lavalle 3167 - Piso 1

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Telephones: 36-6060 Management.

36-6058 Office. 36-6056 Textiles.

36-6059 Drapery. 36-6357 Despatch.

Codes: Ribeiro-Borges-Mascotte.

RUA CONCEIÇÃO 370 - - SÃO PAULO.

ASTILLEROS DE LAS HABAS S.A. VALPARAISO

HEAD OFFICE:

AVENIDA ALTAMIRANO 1015—Post Box N.º 536

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Telephones: Office N.º 3255-Workshop N.º 3815-Manager N.º 4709

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Your drink tastes better with CACHANTUN. Specially recommended with Whisky.

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"La Nacion" is a Newspaper for all Chileans, because it upholds every noble cause of the Country. Its National and Foreign information and also its Editorial

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If you once read "La Nacion" you will always read it.

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Rooms with Private Toilet.

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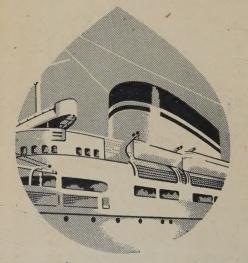
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